ILLUSTRATED ATLAS

OF THE

DOMINION OF CANADA

CONTAINING AUTHENTIC AND COMPLETE

MAPS OF ALL THE PROVINCES

THE NORTH-WEST TERRITORIES AND THE ISLAND OF NEWFOUNDLAND,

FROM THE LATEST OFFICIAL SURVEYS AND PLANS, BY PERMISSION OF THE GENERAL AND PROVINCIAL GOVERNMENTS,

TOGETHER WITH A GENERAL DESCRIPTIVE HISTORY, &c.

ALSO,

MAPS OF EUROPE, ASIA, AFRICA, NORTH AND SOUTH AMERICA, UNITED STATES, OCEANIA, THE WORLD, ETC., ETC.



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DOMINION OF CANADA.

THE GEOGRAPHICAL POSITION AND EXTENT of the Dominion of Canada are more exactly shown in the maps of this atlas,—the *projections* for which were laid down by the United States Coast Survey at Washington, and the details furnished by the *latest surveys* of the Dominion and Provincial Governments,—and a clearer idea given of the value and extent of its vast territory than it has heretofore been possible to obtain through *private* and *less* comprehensive surveys.

From the southern frontier-line which separates them from the United States, to their ice-bound extension towards the Arctic Pole, then stretching from ocean to ocean, and measuring an air-line of 3000 miles from the outer limit of the Island of Newfoundland, washed by the Atlantic, to the outer limit of Vancouver's Island in the Pacific, the magnitude of the North American possessions of Great Britain, embracing more than half of the continent within their limits, is hardly realized by its own residents, and still less by even the most interested of our brethren in the mother country.

The line of demarcation between the territory of the United States and the territory of the Dominion of Canada starts on the east from the mouth of the River Ste. Croix, in the Province of New Brunswick, at a point where a land-mark, called the "Monument," is erected; following the waters of that river, it crosses a portion of the valley of the St. John, till it reaches that noble stream, the middle course of which it then follows to the mouth of the St. François River; thence it is continued by a broken line till, in the Province of Quebec, it reaches the 45th parallel of N. latitude, which it follows to St. Regis on the St. Lawrence. From St. Regis the boundary-line between the two countries is the middle course of the St. Lawrence, and of Lake Ontario, Niagara River, Lake Erie, River Detroit, Lake Ste. Claire, River Ste. Claire, and Lakes Huron and Superior. From the head of Lake Superior, the frontier-line follows the water-courses to Lac-des-Bois, and then the 49th parallel to the Pacific Ocean. North of the frontier-line thus traced, the whole of the continent of America is Canadian soil, with the exception of the territory of Alaska, formerly Russian America.

At the eastern frontier above briefly described, lie, surrounded by the waters of the Atlantic, the Island of Cape Breton and Prince Edward Island, which are in the Dominion, together with the Province of Newfoundland, which, although at present a distinct government, will no doubt soon follow the example of its neighbours and come under the banner of confederation; and as a counterpart, at the west lie, surrounded by the waters of the Pacific, Vancouver's and other islands included in the Dominion Province of British Columbia.

It is true, a considerable portion of this enormous extent of country is not capable of sustaining a large population; but the portion that is available for agricultural and industrial purposes is of immense extent, and sufficient to afford to the emigrating population of Europe ample room and abundant inducement for generations to come.

All the British North American countries, with the exception of the Province of Newfoundland, are now integral parts of the confederation called the Dominion of Canada.

The superficial area is greater than that of the United States, and is nearly equal to the whole of Europe. It comprises the following Provinces and Territories: Ontario, 121,260 sq. m.; Quebec, 210,020; Nova Scotia, 18,670; New Brunswick, 27,037; Prince Edward Island, 2131; British Columbia, 233,000; Manitoba, 16,000; Hudson Bay and North-west Territories, 2,206,725, exclusive of Labrador and the islands in the Arctic Ocean. These being added, the total area is nearly 3,500,000 square miles. Of this amount more than half is the property of the General Government, acquired by purchase from the Hudson Bay Company.

The prairie and timbered lands adapted for agriculture, and suitable for the growth of wheat and other grains, cover 586,225 square miles; and a further belt of land, comprising 928,000 square miles, is sufficiently timbered, and is applicable for the growth of grasses and hardy grains. In short, there are about 375,184,000 acres of agricultural land fit for cultivation, outside the limits of the organized Provinces, the greater part of which is well adapted to the growth of wheat.

The northern extremity of the chief wheat zone, commencing in the east at the parallel of 50°, on the N. side of the St. Lawrence, near its mouth, is deflected a little to the south, when it reaches as far W. as James's Bay; it then takes a general N. W. course till it strikes the parallel of 60° at its intersection with the meridian of 101°; from which point to the Pacific it has the form of a bow slightly bent northward, both ends of which rest on the parallel of 60°. The northern limit of grains and grasses, crossing James's Bay in lat. 52°, takes a N. W. course till it attains to nearly 70°, at the meridian of 132°. The wheat zone covers 1,300,000 sq. miles, that of the grasses and coarser grains 2,300,000 sq. miles, and of maize, 500,000 sq. miles.

Besides its agricultural lands, Canada possesses the wealth of immense forests, of the best fishing grounds of the world, and mineral deposits where gold, silver, copper, iron, and other metals abound, together with coal, in bountiful profusion.

Canada produces far more wheat, barley, peas, and oats to the acre than any part of the United States (we found this statement upon the results as given in the census of the two countries for the last twenty-five to thirty years). The most northern States approach nearest to Canada in the production of these staples. But even to a greater extent for pastures and meadows, and as a grazing country, does Canada excel the Republic.

Orchards everywhere thrive, and the Canadian apple is the standard of excellence; vast quantities are exported to England and sold as American, their nationality being lost. Melons and tomatoes grow equally with the potato, pea, turnip, and the rest of the vegetables known in England, and all thrive to a remarkable degree; and perhaps the best stock on the American continent is bred and raised in the eastern townships of the Province of Quebec.

CLIMATE.

Canada has not the same varieties of climate that some countries of much smaller extent enjoy; but the distribution of large bodies of fresh water saves it from the evils of aridity and sterility, and it is among the most invigorating and healthful belonging to the regions where grains and grasses grow, particularly favourable for the emigrant from Great Britain, or the north and north-west of Europe, and pre-eminently adapted to the production and continuance of a vigorous and healthy race of people.

It may be remarked that the climate of Canada has been more misunderstood than any other fact pertaining to the country. Very exaggerated impressions prevail respecting the rigour of Canadian winters. It is true that these are very decided in their character; and the snow, in many parts, covers the ground to a depth of two or three feet; but there are advantages in this. The snow is dry and packs under foot, making the best roads, and forming a warm covering for the earth; producing, moreover, an effect upon the soil which greatly facilitates the operations of the farmer in the spring. The dry winter atmosphere is bracing and pleasant.

The sensation of cold is far more unpleasant during the damp days, such as mark, for instance, the winters of the United Kingdom, than when the winter regularly sets in. The summers, like the winters, are also of a decided character, being in the main warm and bright; and fruits and vegetables which cannot be ripened in the open air in England will ripen here to perfection. It is believed that, taken as a whole, the climate of Canada is more favourable for both the agriculturist and the horticulturist than that of England, with the single exception of length of season in which labour can be done in the field. On this point, however, it may be remarked, as has been stated by Professor Johnston in his work on New Brunswick, that the number of days in which labour cannot be performed in the field, owing to rain, is much less in this country than in England.

INLAND WATERS.

The St. Lawrence and the connecting lakes above are estimated to contain 12,000 cubic miles of water. Besides these, there are thousands of lakes in Canada further north, some very large, and others of which the size is only very imperfectly known.

The River St. Lawrence, which brings down the waters of six lakes (for to the five on the frontier Nipigon in the north must be added), is the greatest natural entrance and outlet of the country. This river is navigable for sea-going vessels as far as Montreal, a distance of nearly 600 miles. Above Montreal several extensive rapids occur. They can be descended by the largest steamers which navigate Lake Ontario; but as no force of steam is sufficient for their ascent, it has been necessary to construct canals, near the sides of the river, to overcome them. These canals, with that intended to overcome the falls of Niagara—the Welland—have been constructed at a cost to the Province of $15,000,000, the whole of them having been directly built as government works. By the aid of these canals, and that constructed at the Sault Ste. Marie, between Lakes Huron and Superior, vessels may descend from the head of the latter lake into the ocean; and as a matter of fact, several vessels have gone from Chicago, on Lake Michigan, to Liverpool. The Saskatchewan, which takes its rise in the Rocky Mountains and empties into Hudson Bay, through Lake Winnipeg and the Nelson River, is about 1800 m. long; but from the interruptions to navigation near its mouth, and the high latitude in which it lies, it is only the upper section, or Saskatchewan proper, that is valuable for navigation. The Mackenzie, which has a course over 10° of latitude, connects with the Arctic Ocean. The St. John in New Brunswick, the Fraser in British Columbia, the Ottawa and the Saguenay, are great highways and feeders to the commerce of the country; and the numberless tributaries to the larger streams, and the innumerable lakes, testify to the abundant manner in which the lands of the Dominion of Canada are watered.

POPULATION.

In 1861, the population of the Provinces now forming the Dominion was 3,207,636; and by the census of 1871 it was 3,672,325, exclusive of Indians in the North-west and Hudson Bay territories, distributed as follows: Ontario, 1,620,851; Quebec, 1,191,576; New Brunswick, 285,777; Nova Scotia, 387,800; British Columbia, 50,000; Manitoba, 13,600; and Prince Edward Island, 94,021, and North-west Territory, not included in organized Provinces, 28,700. At the same ratio of increase, which, however, has been exceeded by reason of increased immigration, the present population of the Dominion now would be 4,000,000. In Manitoba the increase by immi-

gration has been over 100 per cent., and there is no doubt that the Dominion now contains over 4,000,000 of people. The percentage of increase in the principal cities of the British Provinces, between 1861 and 1871, has been—

	Per ct.
Charlottetown, Pr. Ed.	31.3
Frederickton, N. B.	34.3
Halifax, N. S.	18.3
Hamilton, Ont.	39.9
St. John, N. B.	36.6
* Kingston, Ont. (decrease)	9.7
London, Ont.	36.9
Montreal, Que.	18.7
Ottawa, Ont.	46.9
* Quebec, Que. (decrease)	.5
Toronto, Ont.	25.1
Three Rivers, Que.	24.9

The nationalities comprised were 1,082,940 French, 846,414 Irish, 706,369 English, 549,946 Scotch, 202,991 German, 29,622 Dutch, 23,035 Indian, 21,496 African, 7,703 Welsh, and the rest of various origin.

There were in 1871, in the four Provinces of Ontario, Quebec, New Brunswick, and Nova Scotia, 1,492,029 Roman Catholics, 494,049 Episcopalians, 490,093 Methodists, 417,348 Canada Presbyterians, 107,259 Church of Scotland Presbyterians, 225,745 Baptists, and numerous other denominations in smaller numbers.

About 500 newspapers and periodicals are published in Canada, one-tenth being daily; one-half that number tri-weekly; one-half of the latter number semi-weekly; 350 weekly, 50 monthly, a few quarterly and annually.

POLITICAL ORGANIZATION.

The Constitution for the government of the Dominion is embodied in an imperial act, known as "The British North-American Act, 1867;" it received the royal assent on March 29 in that year. The passage of this act took place at the express desire of the Provinces interested.

The immediate reason for a change was that the old union between Upper and Lower Canada had become unsatisfactory. Based as this union was upon an equality of suffrages without regard to relative population, the increasing preponderance of Upper Canada, carrying with it no corresponding increase of political power, made itself felt in discontent with the existing political conditions. When it became manifest that Lower Canada would not consent to an increase of the representatives of Upper Canada, under the then existing legislative union, the upper Province sought a remedy in a change of the relations of the Provinces to one another and to those adjoining, but not united to them. The initiative was taken in 1864, by the parliament of Canada, a secret committee of the legislative assembly being appointed to inquire into the political condition of the Provinces, and devise a remedy for the evils complained of. The proceedings of that committee have never been divulged.

Scarcely had it concluded its labours when the two political parties, hitherto separated by an antagonism which every year tended to make more acrimonious, united with the avowed object of bringing about a federal union of the whole of British America, from the Atlantic to the Pacific, with Prince Edward Island and Newfoundland, the latter of which, in the colonial system, is not considered part of British America. Delegates were appointed by the governments of Canada, Nova Scotia, and New Brunswick, to arrange a basis of federal union. Prince Edward Island and Newfoundland refused to co-operate; and the majority of the people of Nova Scotia, not sanctioning the action of their government, displayed a strong opposition.

When the basis of union had been agreed upon at the Quebec conference of delegates, it was submitted to the several legislatures for ratification. In Upper Canada there was no opposition; in Lower Canada opposition was confined to the usual political minority, relatively very small; in New Brunswick confederation, after a struggle, commanded a large majority; in Nova Scotia the consent of the legislature was not obtained. Delegates were now appointed by the governments of the several Provinces, to carry this basis of union to England and get it embodied in an act of the imperial parliament. That parliament would probably have refused to do violence to the wishes of any Province; but it was induced to believe that the question of confederation had not been an issue at the previous general election in Nova Scotia. To the united Provinces the name of the "Dominion of Canada" was given. At the start the confederation included four Provinces: Ontario, Quebec, Nova Scotia, and New Brunswick. British Columbia and Prince Edward Island have since been brought in, and the whole of the Hudson Bay territory purchased and annexed. The executive authority is nominally vested in the Queen of England; and the Governor-General, the only officer in the Dominion who receives his appointment from the British government, carries on the government in her name. With the sole exception of the pardoning power, the authority of the governor is exercised under the advice of a privy council, appointed and removable by himself, with the approbation and assent of the House of Commons. The command of the land and naval militia, and of all naval and military forces, is vested in the Queen. Ottawa is the seat of the federal government. The legislative power is exercised by two houses of parliament, styled the Senate and the House of Commons, in connection with the Governor-General, whose assent to all acts of parliament is given in the name of the Queen. The Senate is not a representative body, in the sense of being periodically elected. Its members are nominally appointed by the Crown; in fact, by the Governor-General, on the recommendation of the privy council. Under the legislative union of the Canadas, the legislative council, which then formed the second chamber, had for some years been elected by the people. This practice had not prevailed in New Brunswick; and the Quebec conference decided upon going back to the principle of Crown nomination. Ontario has 24 senators, Quebec 24, Nova Scotia 10, New-Brunswick 10, Prince Edward Island 4, British Columbia 3, and Manitoba 2. The whole number cannot exceed 78. A senator must be 30 years of age, a natural-born or naturalized subject of the Queen, possessed of freehold property to the value of $4,000, and an equal amount in personal property, and a resident of the Province for which he is appointed. In the case of Quebec, senators are appointed to represent particular districts; and they must either be residents of those districts or have a property qualification therein. The appointments are for life, but a seat would be vacated by bankruptcy or loss of the required property qualification, transfer of allegiance to another country, treason, felony, or any infamous crime. The House of Commons now consists of 206 members, of whom 88 are for Ontario, 65 for Quebec, 21 for Nova Scotia, 16 for New Brunswick, 6 for Prince Edward Island, 6 for British Columbia, and 4 for Manitoba. There is no fixed date for the annual meeting of parliament; that body is summoned, as in England, by the executive, at convenient times for the dispatch of business. The electoral divisions of Quebec (late Lower Canada), Nova Scotia, and New Brunswick, remained the same as before the confederation was formed; those of Ontario (late Upper Canada) were somewhat altered. Except for Quebec, which is always to continue to have the fixed number of 65 representatives, there is to be a re-adjustment of the representation after every decennial census, according to the changed proportions of the population; but no Province is to have the number of its representatives reduced unless the decrease of population, as compared with the population of the whole of Canada, reaches 20 per cent.

All appropriation and tax bills must originate in the House of Commons; and no money vote can be proposed unless it be recommended to the house by message from the Governor-General. There are certain measures of an unusual or extraordinary kind to which the Governor-General may refuse the royal assent, and which he may reserve for the signification of the Queen's pleasure; and the royal veto may be exercised at any time within two years. Besides the federal government, there is a local government in each Province. The lieutenant-governors of the Provinces are appointed by the Governor-General, and hold office during pleasure, but are removable only for cause within five years, which is practically the term of their incumbency. They are advised by executive officers, most of whom act as heads of departments, who are responsible to the people's representatives. These governments are not uniform in structure, one of them, that of Ontario, having but one chamber. In the distribution of the powers between the general and the local legislatures, the Crown lands remained under the control of the governments of the Provinces in which they are respectively situated. To the charge of the general parliament were assigned public debt and property; the regulation of trade and commerce; the raising of money by any mode of taxation; borrowing on the public credit; postal service; census and statistics; militia, military and naval, and defence; beacons, buoys, lighthouses, Sable Island; navigation and shipping; quarantine and the establishment and maintenance of marine hospitals; sea-coast and inland fisheries; ferries between a Province and any British or foreign country, or between two Provinces; currency, coinage, and legal tender; savings banks; weights and measures; bills of exchange and promissory notes; interest; bankruptcy and insolvency; patents of invention and discovery; copyrights; Indians, and lands reserved for Indians; naturalization and aliens; marriage and divorce; the criminal law (from which the constitution of the courts is strangely excepted, and the anomaly is seen of local legislatures constituting or altering the constitution of courts to which the general government appoints the judges); the establishment, maintenance, and management of penitentiaries; and all subjects not expressly assigned to the local legislatures. The residuum of power therefore rests with the general legislature, not the provincial. The parliament of Canada has to enact uniform laws relative to property and civil rights in the several Provinces, and the procedure of any courts therein; but such laws can not go into effect until re-enacted by the provincial legislatures. The powers confided to the local legislatures are uniform. They include the right to amend the local constitutions, except as regards the office of lieutenant-governor; direct taxation to raise a revenue for provincial purposes; to borrow money on the credit of the Province; the establishment of the tenure of provincial offices, and the appointment and payment of provincial officers; the management and sale of the public lands and timber; public and reformatory prisons; local hospitals, asylums, and charities, other than marine hospitals; municipal institutions shop, saloon, auction, and other licenses; local works, exclusive of lines of ocean and other ships, railways, canals, and telegraphs which extend beyond the limits of the Province, or, being situated wholly within one Province, have been legally declared to be for the general advantage of Canada, or of more than one Province; the incorporation of companies for provincial purposes; the solemnization of marriage; property and civil rights; the administration of justice; the enforcing of laws, by punishment, fine, or penalty, having relation to any of the subjects of which the provincial legislature has cognizance; and, generally, all matters of a local or private nature. Previous to the establishment of confederation, separate Roman Catholic schools had been established in Ontario, and dissentient or Protestant schools in Lower Canada, as part of the public-school system; and the continued existence of both is guaranteed by a constitutional prohibition to legislate on the subject. With regard to agriculture and immigration, the general and local legislatures have concurrent jurisdiction. The only judges appointed by the local governments are those of the probate courts in Nova Scotia and New Brunswick. The judges of the courts of Quebec, where there is a million of French-speaking people, must be selected from the bar of that Province. The judges of the superior courts hold office during good behaviour, but are removable by the Governor-General on address of both houses of parliament. The salaries, allowances, and pensions of the judges of the courts, except the probate courts of Nova Scotia and New Brunswick, are fixed by the parliament of Canada. Parliament has recently established a general court of appeal, of which the powers are similar to the supreme court of the United States. Previously the Dominion government had to pronounce on the constitutionality of acts of the provincial legislatures, before exercising the authority to disallow them. The Dominion assumed the debts of the several Provinces

* The apparent decrease in Kingston and Quebec arises from the fact that the troops stationed in these cities were included in the census of 1861, but omitted in the enumeration of 1871.

to the amount of $62,500,000; and the residue of the debt of Canada above that amount, not less than $10,500,000, was assumed by the Provinces of Ontario and Quebec, in proportions to be determined by arbitration. Nova Scotia became liable for whatever amount its debt was in excess of $4,000,000, and New Brunswick for whatever sum its debt might exceed $7,000,000. The Dominion government undertook the purchase and completion of the P. E. I. Railway, and in British Columbia the construction of the Pacific Railway to connect it with the Eastern Provinces. The Dominion obtained the customs and excise revenues, and agreed to pay each Province an annual subsidy of 80 cents per head of the population, besides a fixed yearly sum for the support of its government; Ontario, $80,000; Quebec, $70,000; Nova Scotia, $60,000; New Brunswick, $50,000. Prince Edward Island, British Columbia and Manitoba have since had similar grants upon admission to the confederation.

This subsidy, and the lands, minerals and forests constitute the actual sources of the provincial revenues; but to them they can, if necessary, add the resort to direct taxation. To Nova Scotia an additional amount has since been granted.

New Brunswick was entitled to receive, in addition to the above amount, $63,000 a year for ten years. To the existing Dominion debt is to be added the further cost for the intercolonial Railway connecting Halifax and Quebec, sections of which were built many years ago, and the remainder of which is since completed; and the Pacific Railway, the construction of which was one of the conditions of the accession of British Columbia to the union.

In the division of assets, the Dominion took the canals, harbors, lighthouses, public vessels, river and lake improvements, debts due by railway companies (few of them of any value), military roads, custom houses and public buildings, except those required for the provincial government, armories, drill-sheds, munitions of war, and lands set apart for general public uses.

MILITIA.

The militia of the Dominion is in a state of efficiency very creditable to its organizers.

The number of active volunteer militia enrolled in the Dominion is about 44,000.

Of this number upwards of 20,000 performed the annual drill, the greater part for 12 days' continuous drill. The reserve militia now numbers about 700,000 men between the ages of 18 and 60. Scientific instruction in artillery exercise is provided for, and the batteries are being armed as fast as circumstances will permit, with the same description of field-guns as those lately issued to the horse artillery of the regular army. The cavalry are armed with Snider carbines in addition to their swords. The infantry are all armed with Snider breech-loading rifles, and use the same ammunition as the regular army. The active force is organized by corps, companies, battalions, and batteries into brigades of the three arms, and these rest upon a reserve organization of the whole manhood of the Dominion, as above stated. The Major-General reports that in some of the rural battalions of the active militia were whole companies equal in height and physical appearance to the English Guards, and that no finer material for soldiers could be found anywhere than amongst the backwoodsmen of Canada.

The command of the Canadian militia must, according to the statute, be filled by a person having attained a field officer's rank in the imperial forces, and was, in 1880, conferred on Major-General Luard, in succession to Major-General Sir E. Selby Smyth, who had recently resigned and returned to Great Britain.

IMPORTS, EXPORTS AND REVENUE.

Since the visitation of the "panic" in 1875, the amount of both imports and exports has been constantly diminishing, with some slight fluctuations, as will be seen from the figures we give below, which show a comparative statement of imports for five years since that time, and of imports, exports and customs duties for the last four. It will be noticed that the imports declined during the first year of the "panic" to the extent of $29,859,937.

Year.	Exports.	Imports.	Duty.
1875.....	.....	$123,070,283	.....
1876.....	$80,966,435	93,210,346	$12,883,114 48
1877.....	75,875,393	99,327,992	12,548,451 09
1878.....	79,323,667	93,081,787	12,795,693 17
1879.....	71,491,255	81,964,427	12,939,540 66

In the last mentioned year $80,341,608 of the total imports were entered for "home consumption" and of this amount $55,267,393 only were dutiable goods, against $24,911,596 on the "free list, notwithstanding the general extension of the customs system under the operation of the "National Policy," which, as will be seen from the above figures, has resulted in the steady increase of the customs revenue each year, in an inverse proportion to the steadily decreasing list of imports.

The great importance of our American trade can be imagined when we quote from the report of the Minister of Customs, that of the total imports for the last mentioned year, $43,626,027 came from the United States, the next country on the list being Great Britain, which sent in $30,943,703, while France, which was third, sent $1,532,191.

The comparative quantities of imported and exported goods, by Provinces, for the last above-mentioned year, is shown by the following statement:

Province.	Imports.	Exports.
Ontario.....	$34,105,826	$23,854,459
Quebec	30,924,842	29,740,512
Nova Scotia	7,062,614	7,364,324
New Brunswick.....	5,296,454	5,371,471
Prince Edward Island.....	835,569	1,831,389
Manitoba.....	1,140,871	512,899
N. W. Territories	157,462	60,139
British Columbia.....	2,440,789	2,755,972

The difference in exports in favor of Quebec as against Ontario, and the *smallness* of the difference of imports into Ontario as against Quebec, are both more apparent than real, as Montreal, being the great depôt and entrepôt for both branches of commerce, a vast amount of Ontario's imports and exports alike are officially credited to that city, and come under the official returns for the Province of Quebec.

The above returns of customs duties collected indicate in each case a trifle more than one-half of the total revenue of the Dominion, the balance being made up from various sources, including the public lands, post-office, government railways, canal tolls, leased property, &c., &c., besides excise receipts, which form the most important item next to customs.

Considering the stagnation of the lumber trade since 1874, the returns go to show that other sources of production continue in an active and healthy condition, and that the substantial progression of trade through the country yearly continued up to that year.

The great increase of Canadian trade will appear more striking if we take two decennial periods and note the steady augmentation.

From $29,703,497 in 1850, the total trade of Canada, then comprising only Ontario and Quebec, had increased in 1859 to $58,299,142; and from $68,955,093 in 1860, to $94,791,860 in 1866-7.

Since the confederation of the Provinces, the total trade of the Dominion is set down as follows:

1867-68.....	$129,553,194
1868-69.....	130,889,000
1869-70.....	148,387,820
1870-71.....	170,266,589
1871-72.....	190,348,779
1872-73.....	217,197,096
1873-74.....	217,255,772
1874-75.....	197,505,636
1875-76.....	175,699,653
1876-77.....	172,175,876
1877-78.....	172,405,454
1878-79.....	163,455,682

Nothing can more clearly show than these figures the very rapid expansion of the trade of Canada for the twenty-four years previous to 1874; and although the universally prevailing commercial depression has laid its hand heavily upon Canada since that time, the trade indications are again promising, and every circumstance points to a season of returning and continued prosperity for the Dominion.

MARINE MATTERS.

Ship-building is one of the most important industries of Canada, many vessels being built in favorable seasons for sale abroad, as well as those for home use.

The steady, progressive growth of this interest under the first twelve years of confederation may be seen at a glance in the following table. The number and tonnage of vessels built and registered each year since confederation is as follows:

YEARS.	BUILT.		REGISTERED.	
	No.	Tons.	No.	Tons.
1868.....	355	87,230	.....	.....
1869.....	336	96,439	.....	.....
1870.....	339	93,166	.....	.....
1871.....	389	106,101	.....	.....
1872.....	414	114,065	.....	.....
1873.....	481	135,168	6,783	1,073,718
1874.....	496	190,756	6,930	1,158,363
1875.....	480	151,012	6,952	1,205,565
1876.....	420	130,901	7,192	1,260,893
1877.....	432	120,918	7,362	1,310,468
1878.....	340	101,506	7,469	1,333,015
1879.....	265	74,267	7,471	1,332,094

Taken by Provinces, the number and tonnage of vessels registered the last-named year were:

Nova Scotia.....	2,975	vessels of	552,159 tons.
New Brunswick.....	1,135	"	340,491 "
Quebec.....	1,975	"	246,025 "
Ontario.....	1,006	"	136,987 "
Prince Edward Island.....	298	"	49,807 "
British Columbia.....	60	"	4,701 "
Manitoba.....	22	"	1,924 "
Total.....	7,471	"	1,332,094 "

The above figures show that the shipping and ship-building interests of the Dominion are of the most important character; also, that the year 1879 was the *first* in which there has been a decrease in the tonnage of registered shipping. Compared with other maritime countries, however, Canada is still forging ahead, and continually drawing nearer the first place. We extract the following statistics from the *Repertoire Général* for 1879-80, giving the number and tonnage of vessels of sea-going tonnage, and steamers of 100 tons burthen and over, belonging to all maritime states in the world, which have a total tonnage exceeding half a million of tons:

Country	No. Steamers.	Sailing Vessels.	Net Ton'ge.
Great Britain and Colonies (except Canada).....	2,658	11,770	6,807,609
United States.....	519	5,915	2,411,243
Norway.....	135	4,178	1,426,071
Canada.....	884	6,587	1,332,094
Germany.....	244	3,159	1,112,510
Italy.....	101	2,956	992,946
France.....	292	2,914	806,478
Russia.....	156	1,852	503,034

These figures show Canada to be the *fourth* maritime nation in the world, a position which she will certainly exchange with Norway for third place in the list in the near future.

THE LIGHTHOUSE SYSTEM.

The *Lighthouse* system upon the sea coasts and inland waters of the Dominion is very extensive, and constantly extending under the energetic administration of the Department of Marine. The lighthouses are classed in six general divisions. The first, known as the Ontario Division, embraces the lights and lightships extending between Montreal and the boundary-line of the Provinces of Ontario and Quebec, as well as those on the Upper Lakes, the Ottawa River, and the St. Lawrence, from Montreal westward.

The next division, called the Quebec Division, comprises the St. Lawrence below Montreal, the Gulf, the Straits of Belle Isle, the coast of Labrador, and three lights maintained by the Dominion on the north-west coast of Newfoundland—a very extensive district, and requiring a considerable staff as well as steam vessels for its inspection and management.

The other four divisions are named respectively the "New Brunswick," "Nova Scotia," "Prince Edward Island" and "British Columbia," the name being in each case synonymous with the position and extent of the several divisions.

The two last-named have undergone very many changes since the admission of the respective Provinces to the Dominion, and are now in a condition which compares favorably with the older divisions.

The most important of all is the Nova Scotia Division, which embraces within its limits 118 lights, 10 steam fog-whistles, 1 light-ship, 3 signal-gun stations, 3 automatic signal buoys, 7 large iron bell buoys, 6 stationary beacons, and 285 iron and wooden can-buoys and spar-buoys, besides 3 humane establishments for the relief of distressed seamen, 7 life-boat stations and 4 signal stations. The number of lighthouse keepers, engineers of fog-whistles, and persons in charge of life-boats, humane establishments and signal stations in this Division, is 183.

Below is the number of stations, &c., &c., in the whole Dominion for each year of the twelve succeeding Confederation :

	Light Stations.	Light Shown.	Fog Whistles.	Automatic Fog-horns.
1868	198	227	2	..
1869	219	233	2	..
1870	240	278	4	..
1871	264	297	8	..
1872	280	314	13	..
1873	316	363	17	..
1874	342	384	18	..
1875	377	444	22	..
1876	407	488	24	..
1877	416	509	25	2
1878	427	518	25	4
1879	443	542	23	6

FISHERIES.

The fisheries of British America are of vast value, and are in a most flourishing condition under the fostering care of the Minister of Marine and Fisheries.

The latest official statistics show steady increase in the number of vessels and men employed. Last year about 1,500 decked vessels, besides open boats, were engaged in fishing within these Provinces, employing some 63,400 men. The estimated number of persons supported almost entirely by this industry in the various fishing communities exceeds 300,000 souls.

The condition of the fisheries yearly improves, and their produce annually increases in quantity and value. The whole value of fish products for the past season exceeded $13,500,000. This sum exhibits the value of fish products in the Provinces of Nova Scotia, New Brunswick, Quebec, Ontario, Prince Edward Island, British Columbia and Manitoba. In addition to the above-mentioned value, it is computed that American fishermen have also caught on the coast of Canada between six and eight millions of dollars' worth of merchantable fish. The whole value of the yield from these fisheries last year, therefore, exceeds twenty millions of dollars.

These figures show that the fisheries of Canada, as a resource of trade and a source of food, are of very great value to the Canadian people, and also to the citizens of the United States; and if any further proof were required of this latter fact, it is to be found in the result of the recent international arbitration known as the "Fishery Award," whereby the Canadian Government were awarded the sum of $5,500,000 as compensation for the use of their fisheries by the Americans since the operation of the "Treaty of Washington."

The value of the annual consumption of oysters in Canada is $300,000. Of this only $100,000 worth are produced in Nova Scotia, New Brunswick, and Prince Edward Island, mostly from the latter Province. There is no reason why this industry should not be very much extended. The Canadian oyster grounds are very extensive, and the localities admirably adapted for the cultivation of oysters. For delicacy of flavor and nutritive properties, the Canadian oyster is not excelled by the choicest United States oyster. They might be raised in enormous quantities, if the natural facilities were enhanced by artificial aids.

In Quebec, Nova Scotia, and New Brunswick the fish which employ the bulk of the trade are salmon, codfish, herring, mackerel, and lobsters. In Ontario the white-fish and salmon trout are the principal sources of supply.

The estuary, river, and inland fisheries, continue to improve under the protective system. In both the salt and fresh-water fishings, a point of productiveness is being gained, when the stock of fish will be sufficient to afford remunerative employment to double the men and craft now employed.

Better and more economical modes of catching are also used, and profitable means of disposing of the fish have been secured. Instead of being salted and cured as formerly, salmon and white-fish are frozen or canned and sent fresh to our own markets and those of the neighboring States. 500,000 fresh salmon are now caught annually in these Provinces, equal to 8,000,000 lbs. of wholesome and delicious food, the bulk of which is now used as fresh food, instead of salted as formerly.

There are seven establishments where artificial fish culture is carried on in the several Provinces of the Dominion, and the number of fry distributed during the spring of the year 1878 amounted to over thirty-five millions, and is continually being increased.

The fisheries of Newfoundland are noted in the article on that Province.

BANKING.

The following statement shows the paid-up capital and deposits of the chartered banks for twelve years succeeding Confederation (as reported in the official statement to the Dominion Finance Department) :

Years.	Paid-up Capital.	Deposits.
1868—June 30	$28,529,048	$30,168,536
1869— "	29,651,674	36,671,432
1870— "	31,450,597	50,229,788
1871— "	36,415,210	55,763,066
1872— "	45,134,609	64,720,489
1873— "	55,102,959	68,677,117
1874— "	60,443,445	78,810,367
1875— "	63,367,698	75,053,801
1876—Dec. 31	67,199,052	74,594,058
1877— "	63,656,876	71,350,289
1878— "	64,257,011	72,040,819
1879— "	64,159,427	71,368,562

But the deposits in the chartered banks do not by any means represent the whole of the deposits of the people. The deposits in government and post office, and other savings banks, and building societies, amount to considerably over fourteen millions of dollars, and there are two or three chartered banks in the Maritime Provinces whose figures are not included in the foregoing—they not being by their charters obliged to render returns, have not done so.

CANALS OF THE DOMINION.

The canals of the Dominion overcome the difficulties of St. Lawrence navigation from the Straits of Belle Isle to the head of Lake Superior, a distance of 2384 miles, of which 71¾ are artificial or canal navigation.

Another canal system overcomes the difficulties of the Ottawa, between Montreal and the city of Ottawa; and a further system opens navigation between Ottawa and Kingston.

A still further system connects Lake Champlain with the navigation of the St. Lawrence.

In Nova Scotia the St. Peter's Canal crosses an isthmus of half a mile, connecting St. Peter's Bay on the southern coast of the Island of Cape Breton with the Great and Little Bras d'Or Lakes, possessing a natural outlet into the Atlantic.

The Caughnawauga Canal is proposed to be constructed to connect the waters of the St. Lawrence with Lake Champlain, and its completion is expected to be of great benefit to the inland transportation trade of Canada and the trade of Montreal.

BAY VERTE CANAL.

A supplementary report of the Minister of Public Works gives the reports of the engineers on the route and construction of the proposed Bay Verte Canal, between Bay Verte and Cumberland Basin, connecting the waters of the Gulf of St. Lawrence with those of the Bay of Fundy. The total length of the canal will be 20½ miles; 4 locks will be required. The general depth of cutting through the marshes will be 22 feet; but on the water-shed, a mile and a half across, below the deep spongy moss, from 10 to 20 feet deep, filling the bed of a lake, there lies a barrier of soft red sandstone which will have to be cut to the depth of 15 feet. The canal is to be 100 feet at bottom, with 16 feet of water. The mean level of the sea was found to be the same in Bay Verte and the Bay of Fundy. The water-supply will be furnished by the high water of the Bay of Fundy and the fresh-water lakes at the sources of the Laplanche. The estimate of the cost is $5,000,000

POST OFFICE.

The wonderful strides which the Post Office of Canada has made towards perfection in the past few years, must be regarded as an indication of the energy displayed by the heads of this Department.

In 1873 the money order system was extended to Manitoba and to British India, and the interchange of postal cards with the United States took place at the same period, while for some years the free delivery of letters in large cities and towns has been inaugurated with success, and the Canadian postal system is fast approaching an equality with that of the most advanced in other countries. At the beginning of the year 1875 extra postage to and from the United States was abolished, and a letter or postal card now goes between any part of Canada and the United States at the home rates of three cents and one cent, an immense concession on both sides to the public when the enormous correspondence between the two countries is considered.

A steady advance in the revenue is noticeable; but, on the other hand, the acceleration of mail travel by the opening of new routes of railway, the increased mileage caused by serving the new Provinces, and the more frequent service of the older portions of the Dominion, have made the expenditure more than keep pace with the receipts, so that there is still an excess of outlay over income.

Closed mails passing through the United States are regularly exchanged with the distant Provinces of Manitoba and British Columbia, a fortnightly mail contract having been entered into between San Francisco and Victoria, B. C., the time now occupied between these two points being four days.

The most perfect arrangements exist for paper, book, parcel, and sample posts within the Dominion, and with the United States and other countries, and the money order system is being rapidly extended to meet the growing wants of the country. A comparison of the number of post offices in the Dominion at fixed dates is interesting as showing the growth of towns as well as population. In 1868 there were 3638; in 1870, 3820; in 1872, 3943; in October, 1874, 4662; and at the present time there are very nearly 6,000.

Following the example of Great Britain, the Post Office Department some years since introduced Savings Banks in connection with various offices, which are very popular with, and extensively taken advantage of by the masses.

THE LAND SYSTEM OF THE DOMINION OF CANADA.

As regards the land system of the Dominion, it may be stated that in the Provinces of Ontario, Quebec, New Brunswick, Nova Scotia, Prince Edward Island, and British Columbia, with the exception of a tract in the last-named Province, ceded to the Dominion for the purpose of the Pacific Railway, the lands are held by the several provincial governments. In several of the Provinces free grants are given to immigrants, and in almost all cases in which government land is for sale, it is offered at prices which are merely nominal, and which really only amount to settlement duties.

The lands in the Province of Manitoba and the North-west Territory are held by the Dominion Government, and are surveyed according to the following system:

The lands are first laid out into blocks of 12 miles square by north and south and east and west lines, the outlines of each block being marked off in the survey monuments every mile and half mile.

These square blocks, which are defined at each of the four corners by an iron bar boundary, are subdivided as the necessities of settlement may require into 4 townships of 6 miles square each; these into 36 sections of one mile square or 640 acres each, and each of such sections into quarters of half a mile square or 160 acres each.

The lands in such block are then ready for settlement.

LAND REGULATIONS.

The Dominion lands in the North-west may be obtained either free by actual settlers, on certain conditions of residence, or simply purchased at the rate of from $1 to $5 per acre, according to its location and (in Manitoba and the North-west) proximity to the Canada Pacific Railway.

Free Grants.—Any person of 21 years of age, being a British subject either by birth or naturalization, may make an application to the Land Officer to be entered for a free grant of one quarter section of 160 acres, or for any less quantity, for a homestead, and then by a continuous residence thereon for three years, and not having alienated the same, or any part thereof, he will be entitled to a Crown deed; upon receiving which the land becomes his absolute property in fee simple.

Purchase of Lands.—Any person can buy vacant lands open for settlement from the Dominion Government in Manitoba or the North-west Territory, by paying therefor in cash as above. But no sale of more than a single section of 640 acres will be made to one person.

Pre-emption Rights.—Any person of 21 years of age, being a British subject, either by birth or naturalization, who may build a dwelling upon, and inhabit and improve any quarter section (160 acres) of land, or any smaller quantity, will have the right of pre-emption thereto; he may have his application entered with the Land Officer, and may at any time obtain a patent by paying from $1 to $2.50 an acre, being the price fixed by government for the pre-emption of such land.

But the claimant, before entering his application, must make an affidavit before the Land Officer that he has not previously exercised his right of pre-emption; and he must further furnish, by his own affidavit, together with the testimony of two credible witnesses, proof to the Land Officer of the settlement and improvement of the land.

No assignment of pre-emption right prior to the issuing of the patent will be recognized by the government.

A settler on land which he may have entered for pre-emption, may subsequently, on application to the Land Officer, have a homestead right substituted therefor.

Reservations.—The following lands are reserved from the operation of the regulations above stated:

1. The lands allotted to the Hudson's Bay Company.
2. Lands reserved for schools.
3. Woodlands set apart for supplying settlers with timber.

The above is a bare outline of what the Dominion land regulations generally embrace; but as they have been altered somewhat from time to time, we have simply included general principles, avoiding details.

The Mennonites of Russia have flocked by hundreds of families into Manitoba the past year; and if our own people desire to leave the older Provinces, they have a great North-west of their own to move to—not a parched desert region like Arizona, Colorado, and many others comprised in the great American Desert, where for hundreds of miles no vegetation for the sustenance of man can exist (see Bell's New Tracks in America), but millions of square miles of the most fertile lands, abundantly watered by streams, rivers, and lakes—and whose mineral resources are literally inexhaustible, immense beds of coal being found on the wide plains, and gold, silver, iron, etc., among the Rocky Mountains. The climate also is found not to be surpassed in salubrity anywhere in America. Already access to these Provinces and Territories is easily attained, and before many years a continuous track of railway will stretch across the whole continent, from the Atlantic seaport of Halifax to the Pacific port of Victoria—through the entire breadth of the Dominion—a line of railway which will be unrivalled; whether for its great extent, its completeness in every part, or the magnificent results which will flow from it when completed.

IMMIGRATION.

The history of Canada previous to 1867 is a history of separate Provinces, often told heretofore, and not applicable to a work like this. The history of the *Dominion* begins in 1867, with the Act of Confederation which we have briefly sketched, and beyond that we have space only for useful and necessary statistics; but we cannot close this chapter without some brief remarks to those who may look it over in other countries than Canada, perhaps seeking information as emigrants.

There is no country in the world that presents to the European emigrant finer prospects than the Dominion of Canada, with her millions of acres of the most fertile and cheap lands, a healthy climate, an unprecedented demand for labour of all kinds, and high wages, together with institutions and laws that are just, respected, and obeyed.

Immigration has attracted much attention during the last few years, and from year to year the Dominion Parliament voted very large sums for the encouragement of the movement, besides which extensive grants have been made by the various separate Provinces. The rapid progress of the country caused great demands for labour. The Hon. Mr. Pope, the Canadian Minister charged with immigration, says in his report of 1872:

"The numbers of immigrants which might be absorbed by the immense agricultural and other requirements of the Dominion are practically unlimited. It is a fact that more than treble the number of the ordinary yearly arrivals of immigrants could be absorbed without making any glut in the labour market."

These statements of the Minister refer only to the ordinary labour demands of the Dominion, and are still more applicable to the present time; but, beyond the ordinary increasing labour demands of Canada, there is at present springing up an extraordinary demand of very considerable magnitude, for the construction of the Pacific Railway, the enlargement of the Canadian canals, and other public works in progress; and the status observed by Hon. Mr. Pope, as existing in 1872, has since then continued, if not actually increased.

The unoccupied lands of Canada can, too, absorb millions of agricultural settlers. In fact, the rapid growth and increase of wealth in Canada is quite apparent to any person who resides there even for a limited time, and during the last few years there has been an unprecedented demand for all kinds of labour, more especially agriculturists.

Small farmers, with some capital, can readily find land to clear in any part of Canada; or farms to purchase, in part or entirely cleared. But persons of that class who come here will act wisely if they put their money in the bank immediately after landing, and go to work and learn the nature of the land and the ways of the country before locating or making a purchase.

Passing over the very large number of immigrants who availed themselves of the nearer route through Canada to the Western States, than via New York, the numbers of those reported by the Dominion agents at the several ports to have settled in Canada since Confederation are as follows:

1867	14,666
1868	12,765
1869	18,630
1870	24,706
1871	27,773
1872	36,578
1873	50,050
1874	39,373
1875	27,382
1876	25,633
1877	27,082
1878	29,807
1879	40,492

Besides these, an unusually large number of Canadians have returned from the United States—a movement which, as these lines are written, is rapidly going forward. The number of these arrivals for 1876 was upwards of 12,000, and statistics since published show that this class of immigration and repatriation has been steadily going on, at least in so far as regards the former residents of Quebec and Ontario, the movement not being so marked in respect to the Maritime Provinces; but as very many of those who have removed from this portion of the Dominion have gone to the Canadian North-west, the general effect on the country will be a gain rather than a loss, on account of the greater facilities there offered.

It may be remarked, with reference to these figures, that the settlement of the great North-west of the Dominion is only just beginning, while that of the United States is being checked by having reached the borders of the American Desert, which begins at about the 100th degree of west longitude, and stretches across the continent to the Rocky Mountains.

Great acceleration of the ratio of the increase of population in Canada may therefore be looked for, while that of the United States has already been checked.

The classes recommended to emigrate to Canada are—

Persons with capital, seeking investment.

Tenant farmers with limited capital who can buy and stock a freehold estate with the money needed to carry on a small farm in England.

Agricultural labourers, skilled and unskilled, for whom there is a large and increasing demand. But there is also a very large demand for the classes of common able-bodied labourers, arising from the numerous and extensive public works and buildings everywhere in progress in the Dominion, and this demand will be largely increased by other large public works projected, notably the Canadian Pacific Railway and the Canadian canal system.

The handicrafts and trades generally, which are, so to speak, of universal application, can also always absorb a large number of artisans and journeymen, and female domestic servants of good character.

Children of either sex, respectably vouched for, and watched over upon their arrival by parties who bring them out, may be absorbed in very considerable numbers.

The various manufactures incident to a comparatively new country constitute an important and rapidly increasing branch of industry, and they cause a large demand for immigrant labour.

The getting out of timber from the forests, and its manufacture, form a leading industry of the Dominion, but not one to be much relied on for newly arrived immigrants, the various descriptions of labour which it requires being best performed by persons who have had special training in this country. The various industries, however, which have immediate sympathy with it, make a large demand for immigrant labour.

Skilled farm-hands get from £30 to £40 a year, with board and lodging; labourers, from 5*s.* to 6*s.* a day; mechanics and skilled artisans, from 6*s.* to 16*s.* a day; female servants, from 16*s.* to £2 a month.

It may be stated in connection with the rates of wages, that food is plentiful and cheap in Canada; and the Dominion is, therefore, a cheap country to live in.

The following are average prices: 4lb. loaf of white bread, 5*d.* to 6*d.*; salt butter, 9*d.* to 13*d.* per lb.; meat, 3½*d.*, 5*d.* to 6*d.* per lb.; cheese, 4½*d.* to 7½*d.* per lb.; potatoes, 1*s.* to 2*s.* per bushel; sugar (brown), but dry and superior quality, 4½*d.* to 5*d.* per lb.; tea, 2*s.* to 2*s.* 6*d.* per lb.; eggs, 6*d.* to 9*d.* per dozen; milk, per quart, 2½*d.* to 3*d.*; beer, 2*d.* to 5*d.* per quart; tobacco, 1*s.* to 2*s.* per lb.; and other articles in proportion.

The purchasing power of the dollar in Canada is much greater than in other parts of America, especially in those things which go to make the cost of living, and this fact should always be kept in mind in making comparisons between the rates of wages paid in Canada and the United States. It has happened that considerable numbers of persons who had left Canada, attracted by the higher apparent rate of wages paid in the United States, returned during the past year.

Families with fixed incomes will find in Canada, with much less difficulty than amidst the crowded population of the mother country, a suitable and pleasant home, with every facility for educating and starting their children in life. Persons living on the interest of their money can easily get from 7 to 8 per cent. on first-class security.

Money deposited in the post-office savings banks (government security) draws 4 per cent. interest.

The rate allowed for the deposit of money on call in other savings banks and banks is from 4 to 5 per cent., with undoubted security.

It may be remarked that the classes which should not be induced to emigrate to Canada, unless upon recommendation of private friends, and with a view to places specially available, are professional or literary men, and clerks and shopmen. As a rule there is a tendency towards an over-supply of applicants for these callings from within the Dominion itself, and unknown or unfriended emigrants seeking employment in them might encounter painful disappointments.

The fisheries of the Dominion, both on the Atlantic and Pacific coast, are of almost unlimited extent, and afford a field for the particular kind of labour adapted to them.

The Dominion possesses very extensive mining resources of almost every kind. These offer a wide field for explorations, and hold out much promise for the future. Their present state of development calls for a considerable amount of labour, which, it is expected, will be increased to a very large extent in the immediate future.

Contrast the recent surveys and reports of *our* great North-west with those relating to the unsettled lands of our republican neighbours, and we must inevitably conclude that the time has come for Canada to offer to the emigrants from the Old World those prairie homes which the United States no longer can supply.

Very thorough explorations by General Hazen, of the United States Army, whose report lately issued, leave no doubt that the interior of the Continent, not only in the vicinity of the proposed Northern Pacific Railway, but along all the proposed transcontinental lines in United States territory, is, to all intents and purposes, one vast desert, of no value for any use or purpose under the sun.

"The great middle region" has been opened up with a definiteness and with results that are a surprise and a disappointment to the American nation. According to General Hazen, whose opportunities for informing himself could not be surpassed, Arizona is so desolate that a large portion of it is destitute even of game. The eastern half of Kansas and Nebraska is valuable, the western half worthless. Not more than a fifteenth or a thirtieth of Colorado is arable. The Mormons, having settled on all the available land in Utah, are now obliged to find new land in adjoining territories for new arrivals of immigrants. On the northern line of California there are 200,000 square miles of lava-bed, not yet covered with mould and vegetation. Nearly all the agricultural portion of Nevada is in use, yet it has only 40,000 people; and in the territory of New Mexico, the land fit for cultivation is found only in the narrow valleys along the margin of streams. Water is wanted everywhere; and the winter storms, say along the lines of the Northern Pacific Railway, are described as terrific, and calculated to destroy all animal life not protected.

General Hazen estimates that, from the 100th meridian to the Sierra Nevada mountains, 1200 miles, not one acre in one hundred is of use for agricultural purposes; that the limits of settlement in the West have almost been reached, and that the phenomenon of the sudden upspringing of new and populous States will no more be seen in the neighbouring republic.

While we in Canada have every reason to wish our republican neighbours well, we have, at the same time, the satisfaction of knowing that the dreary wastes of their interior regions, as described by General Hazen, do not extend into Dominion territory.

In *our* great North-west there are the soil, the climate, the combination of wood and prairie, the rivers and valleys, which are so attractive to a European population, particularly from northern latitudes. The Canada Pacific Railway and Canadian ocean steamers will, ere many years, place our North-west within three weeks' travel from Germany, Scandinavia, or Britain, and here the millions of Europeans who are yet to leave their country will find such homes as they might look for in vain in any other part of the world; and the unveiling of the Great American Desert will doubtless aid in attracting fresh attention to a country the very opposite of that so graphically described in the report above referred to.

The agent-general of the Dominion, resident in London, has general supervision over all emigration agents, who are established by the general or local governments in most foreign ports, to assist intending emigrants; and the system of giving assisted passages, by means of passenger warrants, has, doubtless, important influence in increasing the number of settlers to Canada. Under these warrants approved immigrants could obtain passages in 1872 for £4 5*s.* sterling per steamship, instead of £6 6*s.*, the conference rate; and in 1873 for £4 15*s.* In 1873, moreover, special warrants were granted by the government of Canada, under which the families of agricultural labourers and domestic female servants could obtain passages per steamship for £2 5*s.* sterling per adult. The usual reductions were made for children in both these classes of warrants.

Of late years the majority of the immigrants have been of English or Scandinavian birth, and to these classes especially no country offers such inducements of congenial climate and society, and such familiar elements of industry and wealth as Canada. Although there have lately been signs of general unwillingness to promote any emigration from the United Kingdom, yet we think Englishmen are promoting the true interests of the mother country by encouraging and assisting emigration to Canada, for, as it appears from the returns published by the Registrar-General that the increase of population in Great Britain is very nearly a quarter of a million a year over both the deaths and the outflow from emigration, it may be concluded that emigration is necessary to prevent the overstocking of the labour market. It is certainly also building up a great and prosperous nation in Canada, which, in its turn, promotes prosperity in Great Britain by becoming a customer.

No more loyal or warmly attached colony exists for Great Britain than Canada, and no more certain way exists of perpetuating such feelings than for England heartily to assist in peopling it with Englishmen.

ONTARIO.

The *Province of Ontario* is bounded on the east by the Province of Quebec; on the south by the middle course of the St. Lawrence, and the great lakes which form the source of that great river; and on the west and north by an undetermined line which is to separate it from the Province of Manitoba and the vast North-west. It covers an area of about 80,000,000 acres of land, the greatest part of which is fertile soil, and the worst of which abounds in forests and mineral products. On its southern and western boundaries it has the five great lakes of Ontario, Erie, St. Clair, Superior, and Huron, and Georgian Bay, of which the total length is 1085 miles, and area 80,000 square miles. A main water-shed separates the waters of the St. Lawrence from those of the Ottawa.

The system of inland navigation is the most extensive and perfect in the world.

The population, by the census of 1870, was 1,620,850, and at the present date is estimated at fully 1,900,000, which is the largest of all the Provinces. It has doubled its population within the last 20 years.

The soil varies in different localities, but a large proportion is of the very best description for agricultural purposes; water communication, by means of the great lakes, is unsurpassed, and the Province is everywhere intersected by railways. In mineral wealth (excluding the one article, coal) Ontario probably equals any part of the world, abounding as it does in iron, copper, lead, silver, marble, petroleum, salt, etc., etc. Its immense forests of pine timber are too well known to need any description. The great lakes abound with fish, and the forests with game.

A reference to the display of cereals and other agricultural productions made by Canada, at the exhibitions of London and Paris, might be considered sufficient to illustrate the remarkable adaptation of the soil to their growth and cultivation; but so limited a notice would leave the question of permanent fertility still unanswered. When, however, it is known that the area in which the astonishing crops of wheat are raised, for which the Province of Ontario is so justly distinguished, extends over three fourths of the present inhabited parts of the country, and that the prevailing soil consists of rich clays of great depth, the question of permanent fertility resolves itself into one of husbandry.

The average yield of wheat in some townships exceeds twenty-two bushels to the acre, and, where an approach to good farming prevails, the yield rises to thirty and often forty bushels to the acre. On new land, fifty bushels is not a very uncommon yield; and it must not be forgotten that Canadian wheat, grown near the city of Toronto, won a first prize at the Paris Exhibition. It may truly be said that the soil of what may be termed the agricultural portion of Canada, which comprises four-fifths of the inhabited portion, and a vast area still in the hands of the government and now open to settlement, is unexceptionable; and when deterioration takes place, it is the fault of the farmer and not of the soil.

Barley is now extensively cultivated, and is a very remunerative crop; but the same remark will apply to peas, which are generally, like the two former, of excellent quality. Oats, in moist seasons, yield abundantly, and Indian corn succeeds in all the warmer districts. The south-western portion of the Province contains soils of a similar character to those of the celebrated Genesee Valley in the opposite State of New York, and are remarkable for producing the finest varieties of winter wheat. The midge, which in some sections has of late years been very mischievous, seems now to be generally subsiding. Potatoes, turnips, mangels, carrots, etc., are extensively cultivated as field crops in the older settled sections, and in ordinary seasons, after good cultivation, they yield abundantly. Of late years more attention has been given to the dairy, whereby both cheese and butter have been greatly increased in quantity and improved in quality. Cheese-making, on what is termed the "Factory System"—that is, a number of farmers co-operating in one neighbourhood in supporting a common dairy—has been extensively carried out in several parts of the Province with very satisfactory results.

Flax culture has recently been added to the other numerous branches of Canadian industry, and is found to be a remunerative crop. At present there are some sixty scutch mills in the country, many of them at work and doing a profitable business. Prices of fibre prepared and ready for market will command from $290 to $325 per ton of 2000 lbs. net, and seed from $2 to $2.50 per bushel of 56 lbs. The produce of the latter will average from 8 to 12 bushels per acre. White, clean, scutched flax of good quality will produce from 200 to 300 lbs. weight per acre. The demand for fibre in the American market far exceeds the supply at the above prices, and this season the quantity sown will be largely increased.

Hemp, tobacco, and sugar-beet can also be profitably raised.

The high position which the Province of Ontario occupies, both in the Dominion of Canada and the North

American continent, in relation to agricultural and industrial progress generally, is largely to be ascribed to the very liberal manner in which public aid has been brought to second individual and voluntary effort.

There are in Ontario upwards of three hundred societies, organized according to law, for the promotion of agriculture, horticulture, and the mechanical arts, principally by holding annual exhibitions for public competition in their several localities. In addition to the large sums raised by members' subscriptions, the government encourage their efforts by an annual grant amounting, on the whole, to nearly $70,000. This large sum is given to the different societies in proportion to the amount which each raise, respectively. The stimulus thus given to agricultural improvement generally has induced, of late years, several enterprising farmers to import from Britain pure-bred animals of the Short-horn, Hereford, Devon, and other breeds, at an immense expense; and this may be said also of horses, sheep, and swine, so that the Province now contains a large amount of breeding stock of the highest character and value.

Taking as a basis of calculation the official returns of each country, it can be demonstrated that Canada, and Ontario especially, instead of lagging behind the United States in every element of progress, can put the tabular statements of her products and her progress side by side with those of the Great Republic on her borders, and not suffer from the comparison; on the contrary, she is shown to be considerably ahead of the United States in many important indications of a skilled and productive agriculture, and a rapid general advancement. The comparison as regards the Province of Ontario is very favourable. It showed that the cash value of her farms, per head of the population, was greater in Ontario than in the United States. That the capital invested in agricultural implements was greater in Ontario than in the United States, in proportion to the breadth of land cultivated, being $186 for every hundred acres of cultivated land in Ontario, and $150 for every hundred acres of cultivated land in the United States. That the value of agricultural implements *manufactured* in Ontario did not fall very much behind the value of agricultural implements manufactured in the United States, in proportion to population, being $0.41 per head of the population in Ontario, and $0.55 per head of the population in the United States. That, in proportion to population, she produces more than three times as much wheat as the United States, raising 17.64 bushels for each inhabitant, while the United States raised only 5.50 bushels for each inhabitant. That she was greatly ahead even of the Western States as a wheat-producing country, the average production of wheat in the whole of the Western States being only 10 bushels for each inhabitant. That, of the eight leading staples of agriculture, common to both countries—wheat, corn, rye, barley, oats, buckwheat, peas and beans, and potatoes—she produced 55.95 bushels for each inhabitant, while of the same articles the United States produced only 43.42 bushels for each inhabitant. That, excluding Indian corn from the list, she produced of the remaining articles 54.34 bushels for each inhabitant, against 16.74 bushels for each inhabitant produced in the United States. That, in proportion to population, she had more capital invested in live stock than the United States, the value of live stock owned in Ontario being $38.13 per head of the population, while in the United States it was $34.64 per head of the population. That for every hundred of the population Ontario owned 27 horses, and the United States only 20. That for every hundred inhabitants Ontario owned 32 milch-cows, and the United States only 27. That for every hundred inhabitants Ontario owned 84 sheep, and the United States only 71; and that of live stock, in the number of pigs only was she exceeded by the United States in proportion to population. That she produced 19.22 pounds of butter for every inhabitant, while the United States produced only 14.62 pounds. That she produced 2.62 pounds of wool for each inhabitant, while the United States produced only 1.92 pounds. That in ten years she increased her annual production of butter by 67 per cent., while in the United States the increase was only 46½ per cent. And that she increased her production of wool 40 per cent., while the United States increased their production only 15 per cent.

These facts need no comment. They speak for themselves.

MINES AND MINERALS.

The mineral wealth of Ontario is not surpassed in variety and richness, but may be said to be almost entirely undeveloped.

Iron in large quantities is found a short distance back from Lake Ontario, in the country between the Georgian Bay and the Ottawa; also, in the same region, copper, lead, plumbago, antimony, arsenic, manganese, heavy spar, calc-spar, gypsum or plaster of Paris, marble (pronounced by good judges as fully equal to Carrara, or that obtained in Vermont), and building stone, all of them in large quantities near the surface. Gold has also been found in the same region, but not as yet in quantities sufficient to pay well. Mica is also found in considerable quantities, and is very profitably worked.

On the north shore of Lake Huron are the celebrated Bruce mines of copper, from which ore and metal to the value of about £50,000 are exported annually. Silver is found on the shores of Lake Superior, particularly in the neighbourhood of Thunder Bay. Silver Islet, a small island in this bay, contains one of the richest veins of this metal ever discovered. There are other veins on the mainland, almost, if not quite, as rich.

Petroleum is got in the westerly part of the Province in immense and apparently inexhaustible quantities.

The first wells were struck at Oil Springs, county of Lambton, in 1860, and by March, 1863, over four millions of gallons had been obtained. Other regions have yielded this valuable mineral in large quantities—Bothwell, in the county of Kent, and Petrolia, in Lambton, being the principal. The last-mentioned place is now the largest producing district.

The production at present is about 438,200 barrels yearly. Large refineries have been erected at London and elsewhere, and the trade is assuming proportions of magnitude both for home and export use.

Salt is obtained at Goderich and the neighbourhood, in the shape of brine, from wells sunk to a great depth below the surface.

Large peat-beds exist in many parts of the Province, and the manufacture of peat for fuel is now being carried on by several companies.

MANUFACTURES.

The almost unlimited supply of water-power throughout Ontario affords unusual facilities for manufactures to which that power is adapted, and in consequence various descriptions of industry are springing up in all directions. Steam-power is also used to a large extent. The principal articles manufactured are cloth, linen, furniture, sawn timber, flax, iron and hardware, paper, soap, cotton and woollen goods, steam-engines and locomotives, wooden ware of all descriptions, agricultural implements, etc.

RAILWAYS.

The railway system has made rapid strides in Ontario during the last fifteen years. In the year 1852 there was not a single mile open in the whole Province. At the present moment there are not less than 5,000 miles in operation, and, as may be seen by reference to the maps where their proposed routes are laid down, many new roads are projected or being already constructed or extended

As to ordinary roads—in the settled parts of the Province these are excellent, being generally gravelled or macadamized, and kept in good order. In the unsettled parts, with a view of opening them up, the government constructs out of the public money what are called colonization roads.

EDUCATION.

The school system of Ontario is admirable. It affords the children of the rich and poor alike the means of free education. It now forms one of the chief departments of the administration, and is under special charge of the Minister of Education. The schools are supported by a direct tax on property, supplemented by the Legislature, and education is not only free but compulsory. Townships are generally divided into "sections," with a board of three trustees for each. This board employs the teacher and controls the school. There are 53 inspectors of schools for the entire Province, but no inspector has the supervision of more than 120 or less than 50 schools. They are paid partly by the council and partly by the government. These gentlemen visit their respective schools twice a year, examine into the state of educational matters, and send an elaborate report to the Minister of Education of the result of their inspection, and the exact standing of the schools. Roman Catholics may, if they think proper, establish separate schools, and are in such cases exempted from supporting public schools, and receive a separate grant from the government. There are nearly 5,000 public schools, of which nearly 200 are Roman Catholic separate schools, with 490,537 pupils attending them. The amount of money expended in their support exceeds $3,000,000 yearly.

The School Act of 1871 has given an immense impetus to public school education, and each year shows a greater increase in educational statistics.

The high (formerly grammar) schools of Ontario are principally confined to cities, towns and villages. Pupils enter them from the public schools, and thence to college and the university.

The Normal Schools at Toronto and Ottawa have been the means of training an immense number of teachers for the profession. Over 8,000 have passed through the former and about 300 through the latter, which has only been a few years in operation. There are about twenty Universities and Colleges in the Province, of which three are Roman Catholic, and exactly one hundred High Schools and Collegiate Institutes. The total number of educational establishments (private and public) exceeds 5,500; the attendance thereat aggregates 520,000; and the yearly expenditure (public) in connection therewith is over $4,250,000.

GOVERNMENT.

The public affairs of the Province are administered by a Lieutenant-Governor, an Executive Council of five members, and a Legislative Assembly of eighty-eight members, elected every four years.

The laws and the mode of administering them are mainly the same as in England; the practice, however, is simpler, and far less expensive. The courts are the Queen's Bench, Common Pleas, and Chancery, each presided over by a chief-justice and two assistants, and a Court of Appeal, composed of a Chief Justice and four other judges, who hold court four times a year. In each county there is a County Court, presided over by a county judge. The judges of the Superior Courts (who are all appointed by the Dominion Government) go circuit to each county throughout the Province twice a year, to hold assizes for the trial of civil and criminal cases. The judges of the Court of Chancery also hold their courts in various counties as well as at Osgoode Hall.

TAXATION.

In Ontario there is no taxation answering to the State taxation in the United States, the provincial expenditure being far more than covered by the share of the Dominion taxes which the Dominion hands over to each Province.

THE PUBLIC LANDS.

Vast tracts of uncleared land are still in the hands of the government of Ontario awaiting the advent of the settler. The best locations in a new country are usually taken up first; but there are large quantities of wild land inviting the labour of the backwoodsman, which, when cleared and improved, will be equal to not a few of the older and improved settlements.

Thus there are some three millions and a half acres of surveyed government lands not yet taken up, and more than fifty millions of acres not yet surveyed. The greater part of these lands lie in the region bounded at the east by the Ottawa River, at the west by the Georgian Bay, and at the south by the more northerly of what are called the front townships, and which are more or less improved and settled up.

There is, in the basin of Lake Nipissing and the water-

shed of the Ottawa, both in Ontario and Quebec, a most extensive tract of excellent land, nearly as large as the peninsula of Ontario, much of it deep-soiled as the basin of the St. Lawrence, timbered with a heavy growth of mixed white pine and hardwood, much of it as level as the St. Lawrence valley, and some as even as a prairie. It lies, moreover, near waters which either are or can be easily made navigable.

The price of such government lands as are for sale varies with the situation. In the Algoma district it is ten pence per acre, but that is a somewhat remote region. The usual price for the more accessible tracts is from 2*s.* to 15*s.* per acre.

FREE GRANT LANDS.

The free grant lands in the Province of Ontario are especially worthy the attention alike of the immigrant and of parties already resident in the country who are desirous of possessing freehold farms, but whose means are limited. Anxious to promote the improvement of the yet uncleared districts, the provincial government have thrown open, upon the most liberal terms, a number of townships, containing over 3,000,000 acres, into any of which parties may go and select for themselves the site of a future home. Every head of a family can obtain, gratis, two hundred acres of land, and any person arrived at the age of eighteen may obtain one hundred acres in the free grant district. This offer is made by the government to all persons, without distinction of sex, so that a large family, having several children in it at or past eighteen years of age, may take up a large tract, and become, in a few years, when the land is cleared and improved, joint possessors of a valuable and beautiful estate.

The settlement duties are: to have fifteen acres on each grant of one hundred acres cleared and under crop, of which at least two acres are to be cleared and cultivated annually for five years; to build a habitable house, at least sixteen by twenty feet in size, and to reside on the land at least six months in each year.

In the older settled townships, farmers possessing moderate means can readily purchase or lease suitable farms of from one to two hundred acres, more or less cleared and improved.

Cleared and improved farms, including the farm-buildings, can be bought at prices ranging from £4 to £10 an acre. The money can nearly always be paid in instalments, covering several years. The leasing of farms is an exception to the general rule, as most men desire to own the land they cultivate.

There are several large and influential land and building companies in Ontario.

THE CANADA COMPANY

The most extensive and influential of these corporations was a large land company of English capitalists, who, having the great support which £289,737 sterling ($1,410,000) of paid up capital can give, entered into a contract with the Earl of Bathurst, then Secretary of State for the Colonies, whereby they were to obtain all the public lands of the then Province of Upper Canada, which were surveyed subsequent to March 1st, 1824, and known respectively as Clergy Reserves and Crown Reserves, each of which (by the provisions of 31st Geo. I., cap. xxxi.) comprised one-seventh of the total quantity so surveyed. This agreement, which was entered into November 26th, 1824, stipulated that the price to be paid for 829,430 acres of Crown Reserves, and the same quantity of Clergy Reserves, was to be 3s. 6d. stg. per acre, one-third in improvements on the land, and the other two-thirds in cash payments extended over sixteen years of time. "The Clergy" (then the magnates of the Anglican Church) opposed this grant so violently that the home government were induced to enter into a new arrangement with the Canada Company, whereby the latter, in the place of receiving the 829,430 acres of Clergy Reserves, obtained a block of land described as follows in the official despatch of Earl Bathurst to Sir Peregrine Maitland, the then Lieutenant-Governor of Upper Canada, and dated 24th May, 1826: . . . "In lieu of the before-mentioned 829,430 acres of Clergy "Reserves, His Majesty's Government will grant and con- "vey to the Canada Company for the same price (£145.- "150 5s. cy.) a block of land containing one million acres "in the territory lately purchased from the Indians in the "London and Western Districts." This agreement was subsequently so far modified as to include 1,100,000 acres at the same price, and did not interfere with the original grant of "Crown Reserves," which, on survey, were found to contain 1,384,413 acres instead of 829,430, making a total of two and a half millions of acres in all, which this powerful Company became possessed of. Most of this was in the best parts of the Province. That which was granted *en bloc* comprised probably the most fertile section of equal area in America, and included the present Townships of Biddulph, McGillivray and East and West Williams, in the County of Middlesex; Blanchard, Downie, Easthope (North and South), Ellice, Fullarton, Hibbert and Logan, in the County of Perth; Colborne, Goderich, Hay, Hullett, McKillop, Stanley, Stephen, Tucksmith and Usburne, in the County of Huron; and Bosanquet in the County of Lambton. These townships were all named after prominent stockholders or directors of the Canada Company.

This Company laid out several towns which have since risen to commanding importance, including Galt (named after the manager and chief commissioner in Canada, father of Sir Alex. T. Galt and Mr. Justice Galt), Guelph, Stratford and Goderich. As a financial enterprise it proved a great success, the profits exceeding the original investment many times over; and as an incentive to settlement it was equally advantageous to the Province, thousands of Old Country immigrants being induced to come in and settle on their lands, which have since developed into one of the most wealthy and prosperous sections of the whole Dominion.

The Company's head office is in Toronto, and they still own about 295,000 acres of land—chiefly, however, of the "Crown Reserve" grant, and scattered all over those parts of the Province which have been settled since 1828.

THE CANADA LAND AND EMIGRATION COMPANY

Bought so recently as 1865 the ten townships of Dysart, Dudley, Harcourt, Guilford, Harburn, Bruton, Havelock, Eyre, and Clyde (in Peterborough County), and Longford (in Victoria County). These townships—all in one block—were unsurveyed, and after a survey, which cost the company $31,810, it appeared that they covered 403,125 acres, from which, after deducting 41,000 acres for the area covered by swamps, etc., there remained 362,125 acres, to be paid for at the rate of 50 cents per acre; the amount paid by the company to government being $181,062. The ordinary settlement duties upon these lands are to be performed within eighteen years from January, 1865, and ten per cent. of the purchase-money is to be refunded to the company for the construction of leading lines of road, subject to government inspection. Besides these expenses, the company has paid nearly $10,000 more for additional surveying, road-making, etc., and also considerable sums in preparation of their estate for settlement, the furtherance of emigration, etc. In all, besides payments to government, over $100,000 have been expended to date.

Some twenty-five miles of new road have been constructed, and twenty-five miles of the old government Peterson road have been brushed out and repaired. The company has shared the expense of many of these improvements with municipalities interested.

It should be mentioned that the Company sold the Township of Longford entire to John Thompson, of the celebrated "Longford Mills," and now retain the other nine townships, which form a square. As long ago as 1868 a charter was obtained for building a railway into this territory, but through some "hitch" of a political nature the scheme failed to secure the government aid which was looked for, and was temporarily abandoned. The charter remained in force however, and in 1874 the company (known as the Victoria Railway Company) having obtained the promise of $55,000 by way of bonus from the District, or Provisional County of Haliburton, the Government were prevailed upon to grant the very liberal sum of $12,000 per mile to the enterprise, as a "Colonization Road." The Canada Land and Emigration Co. also extended liberal encouragement, and the result was the completion of the road from Lindsay to Haliburton during the year 1878. The people of Peterboro' town and county (Haliburton originally belonged to that county) opposed the building of this railway with might and main; and it was not until the people of the north withdrew from the south, and formed themselves into the Provisional County of Haliburton, that they succeeded in their efforts to extend sufficient encouragement to the railway to ensure its completion. The length of this road from Lindsay to Haliburton is 56 miles. The land Company gave them a bonus of $3,000 per mile for that portion north of Kinmount.

The scheme of free grants which the Ontario Government introduced in their wild lands of the Muskoka District, immediately adjacent to Haliburton, for many years seriously impeded the settlement of the lands of the Canada Land and Emigration Company. Now, however, that a railway has been built into the heart of the territory, and the enterprise and liberality of the company have supplied it with a system of highways, people desiring homes are beginning to realize the fact that it is better to pay something for the advantages they offer than to get land free, but without facilities of this description; and under the stimulus of this last impression, the settlement of their territory has lately received an impetus which promises at no distant day to make Haliburton a populous and wealthy county.

There are unmistakable signs that a prolonged period of unexampled prosperity is dawning on Ontario, and it may fairly be assumed that her growth and population must for several decennial stages equal, if not exceed, those recorded in the past. Amongst other reasons for arriving at these conclusions the following are suggestive: The migration of the native-born from Ontario has almost ceased, while numbers of American citizens, farmers, manufacturers, miners, or lumber merchants, are making that Province their home. Emigration from the European continent and Great Britain is encouraged by reduced rates of passage-money and free grants of 100 acres to actual settlers. The legislature, moreover, votes large funds for the construction of national colonization roads, extending into the unoccupied public domain. Railways liberally subsidized, either under construction or projected, and intersecting every district, connect every section of the Province with that great railway artery of the Dominion, the Grand Trunk, thus affording facilities for the conveyance of emigrants to public lands, enhancing the value of farm produce and real estate, and calling into activity long dormant manufacturing and mining industries.

No language can convey so vivid a picture of the prodigious strides in population and civilization of counties a few years since wild and untenanted, like the present Nipissing region, as the passionless figures of the census. In 1827 the Huron country was an unbroken wilderness; in 1841 the counties of Huron, Perth, and Bruce counted only 5000 inhabitants; in 1851 the number had risen to 37,580; while in 1871 the enumeration was 161,216—being nearly thirty fold within thirty years; a rate of progress rarely paralleled amongst a population exclusively devoted to agriculture, and without the attractions of manufacturing centres.

TORONTO.

TORONTO, the seat of the provincial government, with a population in 1871 of 56,092, is now estimated at upwards of 90,000. Its port, opening on Lake Ontario, is the principal inland port of the Dominion.

Toronto Bay, which was until recently formed by a low narrow peninsula running from the east of the mouth



DEPARTMENTAL BUILDINGS.
(WESTERN BLOCK)

Entered according to the Act of the Parliament of Canada, in the Year one Thousand Eight Hundred and seventy Nine by H. Bilton & Co. in the office of the Minister of Agriculture.

THE PARLIAMENT BUILDING

DEPARTMENTAL BUILDINGS.
(EASTERN BLOCK)

W.R. BERRY DEL.
ROLPH, SMITH & CO. TORONTO.

PARLIAMENT SQUARE,

OTTAWA. ONT.

BIOGRAPHICAL DIRECTORY OF LANARK COUNTY SUBSCRIBERS.

TOWN OF PERTH.

Allan, F. & W., proprietors of steam saw mill, Perth, Ont. Orders for shingles, lath and heading prompty filled.

Brooke, Thomas, Clerk of the County of Lanark, and Town Clerk of Perth. Native of Canada. Born at Halifax, N. S. Settled in Lanark, 1818. *See Biographical Sketch.*

Byrne, Owen, hotel proprietor, Perth, Ont. Native of Canada. Born in Burgess Tp., Co. of Lanark, 1841.

Bell, James, Registrar, South Riding, Lanark. Native of Perth. Born, 1817.

Cairns, Thomas, Postmaster, Perth, and Chairman Board of License Commissioners. Native of Ireland. Born, 1828. Settled in Lanark Co., 1851.

Campbell, J. G., lumber dealer, Perth, and formerly a member of the Town Council. Mr. Campbell is also engaged in the manufacture of dye woods at Brockville. Native of Canada. Born in Lanark Co., 1826.

Campbell, Mrs. Archibald, Perth, Ont.

Drummond, R. J., Manager Bank of Montreal, Perth. Canadian. Born in the City of Ottawa, 1841. Has resided in Lanark Co. since 1872.

Douglas, John W., barrister ; Captain of No. 3 Co. 42nd Battalion. Formerly Town Councillor. Mr. Douglas is a native of Perth. Born, 1840.

Elliott, Edward. barrister-at-law, and present Mayor of Perth. Native of Canada. Born in Lanark Co., 1844. *See Biographical Sketch.*

Farmer, G. B., boot and shoe manufacturer, Perth. Native of Perth. Born, 1851.

Gray, James, Manager Merchants' Bank of Canada, Perth. Native of Scotland. Born at Elgin, Morayshire, 1820. Has resided in Lanark Co. for 14 years.

Hall, F. A., barrister-at-law, and High School Trustee, Perth. Mr. Hall is also owner of E. ½ Lot 2, Con. 8, Ramsay, part Lot 30, Con. 10. Montague, and part Lot 11, Con. 3, South Sherbrooke. Native of Perth. Born, 1843.

Henderson, J. T., general merchant, Perth. Born in the city of Belleville, 1835. Removed to Perth, 1861.

Hicks, Wm., proprietor Hicks House, Perth. Native of Ireland. Born, 1821. Settled in Lanark Co., 1842.

Hope, Peter, tinsmith, and proprietor livery stables, Perth. Native of Canada ; born in Lanark Co., 1853.

Houden, Robert C., M.D., physician and surgeon, and formerly Jail Surgeon and Coroner, Perth, Ont. Native of Canada. Born in Montreal, 1836. Resident of Lanark Co. for 23 years.

Hogg, D., Jr., undertaker and furniture dealer, Perth, Ont. Mr. Hogg is a native of Perth. Born, 1842.

Jamieson, R., Division Court Clerk, Perth.

Kippen, Duncan, contractor and builder, Perth. Formerly a member of the Council. Native of Perthshire, Scotland. Born in 1830. Family settled in Lanark Co., 1832.

Kelly, Rev. Thomas P., parish priest, Perth, Ont. Native of Kingston, Ont. Born, 1855. Removed to Lanark Co., 1878.

Kennedy, J. F., L.D.S., dentist, Perth, Ont. Native of Ancaster, Ont. Born, 1842. Removed to Lanark Co., 1862.

Kellock, J. D., M.D., physician, surgeon and coroner, also propr. drug store, Perth, Dr. Kellock is a native of Perth. Born, 1835. *See Biographical Sketch.*

Lillie, Robert, foundryman and machinist, Perth, Ont. Dealer in all kinds of agricultural implements. Repairing attended to. Mr. Lillie is a native of Perth. Born, 1843.

Mattheson, A. J., proprietor Perth *Expositor*. Native of Canada. Born in Lanark Co., 1845.

Malloch, E. G., barrister-at-law, Perth. Born at Perth, 1841.

Meighen, Arthur & Bros., wholesale and retail dealers in dry goods and groceries, Perth, Ont. Cash paid for farm produce. Messrs. Meighen are also agents for the old established Phœnix Fire Insurance Company of London, England.

Montgomery, W., merchant tailor, Perth. Native of Canada. Born in Lanark Co., 1849.

McLaren, Peter, lumber merchant, Perth, Ont. Native of Lanark Co. Born, 1831.

McLeod, Wm., Justice of the Peace and Town Councillor. Tin plate worker, &c., Perth. Native of Scotland. Born, 1811. Settled in Lanark Co., 1833.

McArthur, Peter, retired merchant, Perth, Ont. Native of Dalesville, Argenteuil Co., Quebec. Born, 1823. Removed to Lanark Co., 1879.

McAllister, J. A., merchant tailor, Perth. Native of Scotland. Born in Wigtonshire, 1846. Settled in Lanark Co., 1878.

Northgraves, Wm., watchmaker and jeweller, Perth, Ont. Native of Canada. Born Lanark Co., 1848.

Radenhurst, W. H., barrister and ex-Mayor. One of the first settlers in Perth. Native of York Co., Ont. Has resided in Lanark Co. for 45 years.

Rudd, John, merchant tailor, Perth. Native of Ireland. Born, 1813. Settled in Lanark Co., 1839

Ryan, Hugh, railway contractor, Perth. Native of Ireland. Born, 1832. Settled in Lanark Co., 1856. *See Biographical Sketch.*

Robertson, A., dealer in dry goods and groceries, Perth Ont. Native of Scotland. Born, 1841.

Ryan, Patrick, railway contractor, Perth. Native of Ireland. Born in Limerick Co., 1838. Settled in Lanark Co., 1856.

Rugg, Dr. E. C., physician, surgeon, and druggist, Perth, Ont. Native of United States. Born at Haverhill, Mass., 1838. Removed to Lanark Co., 1869.

Sym, Rev. F. Petry, Presbyterian minister. Resides about one mile east of the Town of Perth, Ont.

Senkler, W. S., Judge, Lanark Co. Residence, Perth. Native of England. Has been a resident of Lanark Co. since 1873.

Stewart, J. H., English Master, Perth High School. Native of Scotland. Born, 1852. Came to Lanark Co., 1858.

Spence, P., proprietor livery stable, Perth. Native of Ireland. Born, 1838. Settled in Lanark Co., 1855.

Thompson, Jas., Sheriff Lanark Co. Residence, Perth, Native of Ireland. A resident of Lanark Co. 46 years.

Templeton, George, tanner and currier, Perth. Born in Perth, 1837.

Thornton, George, sewing machine agent, Perth, Ont. Native of Co. Meath, Ireland. Born, 1846. Removed to Lanark Co., 1850.

Walker, A. C., merchant tailor, Perth, Ont. Native of the Town of Perth. Born, 1853.

Walker Bros., proprietors Perth *Courier*. Natives of Canada. Born at Napanee. Have resided in Perth for the past 18 years.

VILLAGE OF SMITH'S FALLS.

Chambers, J. M. G., Justice of the Peace, Smith's Falls. Owns 100 acres in Montague Tp., Lot 30, Con. 4. Native of Canada ; born, 1805. Settled in Lanark Co., 1828. Formerly held the office of Reeve. *See Biographical Sketch.*

Clark, J. M., importer and dealer in staple and fancy dry goods, millinery, hardware, groceries, &c., &c., Smith's Falls, Ont. Formerly held the offices of Councillor and School Trustee. Native of Canada ; born at Smith's Falls, 1846.

Dunn, Henry, merchant tailor, Village of Smith's Falls. Born in England, 1853. Has been residing in Lanark Co. since 1878. P. O. address, Smith's Falls.

Frost, Francis T., iron founder, Smith's Falls. Native of Lanark Co. Born, 1843. *See Biographical Sketch.*

Keith, Wm. M., proprietor of Book Store, Clerk of Division Court, Clerk of Municipality, and U. S. Consul, Smith's Falls, Ont. Native of Scotland. Born, 1842. Settled in Lanark Co., 1862.

Massie, James, veterinary surgeon and druggist, Smith's Falls. Canadian by birth. Born, 1850. Has been a resident of Lanark Co. 9 years. P. O. address, Smith's Falls.

McCallum, J. S., M.D., physician and surgeon, Smith's Falls. Native of Canada. Born in 1847. Came to Lanark Co., 1877.

Ringer, Henry, butcher, Smith's Falls. Native of Canada. Born in Lanark Co., 1852, P.O. address, Smith's Falls.

Shields, John, farmer and stock raiser. Owns 700 acres in Montague Tp., Lot 22, Con. 2. Mr. Shields, who is a native of Scotland, was born in 1813, and settled in Lanark County, 1822. He is a Justice of the Peace for the county, and has held the office of Councillor and Deputy Reeve of the Township. P. O. address and residence, Smith's Falls.

Soper, F., L.D.S., dentist, Smith's Falls. Native of Canada. Born in 1858. Has been a resident of Lanark Co. since 1876.

Truesdell, A. W., L.D.S., dentist. Has been a resident of Lanark County, 4 years. Canadian by birth. Born, 1858. P. O. address, Smith's Falls.

Thompson & McLeod, proprietors and publishers of *The News*. *See Local Sketch.*

Ward, John B., custom and flouring mill, Smith's Falls. Native of Smith's Falls. Born in 1840. Formerly held the office of Councillor.

Wood, Alexander, iron founder, Smith's Falls. Owner of N. part Lot 14, Con. 7, Elmsley North; 100 acres. Native of Canada. Born, 1824. Settled in Lanark Co., 1843.

Woods, D. F., proprietor Wood's Hotel, Smith's Falls. Native of Canada. Born in Lanark Co., 1842.

TOWN OF ALMONTE.

Bond, J. H., tinsmith, Town of Almonte. Native of Lanark Co. Born, 1840.

Brill, Benjamin, baker. Native of Canada. Born at Hull, P.Q., 1833. Came to Lanark Co., 1878.

Coulter, Thomas, Clerk of the Town and Township. Owner of Village Lots Nos. 89 and 90. Native of Canada. Born in Ramsay Tp., Lanark Co., 1830.

Campbell, Duncan, tailor. Native of Scotland. Born, 1834. Settled in Lanark Co., 1857.

Coffey, Rev. John F., Roman Catholic priest. Native of Canada. Born at Ottawa City, 1853. Came to Almonte, 1878.

Dowdall, P. C., chemist and druggist. Native of Canada. Born in Lanark Co., 1856. Commenced business in Almonte, March, 1880.

Devitt, Alfred, teacher. Native of England; born in London, 1860. Came to Lanark County, 1870.

Gilmour, John, butcher. Owns Lot 20, Con. 8, Ramsay Tp.; 100 acres. Native of Lanark Co. Born, 1823.

Gemmill, James D., retired merchant. Major of Militia. Native of Canada. Born in Lanark Co., 1833.

Galbraith, Daniel, member of Parliament. Native of Glasgow, Scotland. Born, 1813. Family settled in Lanark Co., 1821.

Holliday, Frank, druggist. Native of Lanark Co. Born, 1854.

Hayden, Robert W., tailor. Native of England. Born, 1841. Settled in Lanark Co., 1870.

Kirkland, Angus, manager Bank of Montreal, Almonte.

Lawson, Walter, livery and sale stables, Almonte. Mr. Lawson is also County Constable. Native of Canada. Born, 1841. Settled in Lanark Co., 1861.

Lynch, D. P., M.D., physician and surgeon. Native of Canada. Born at Allumette, Quebec, 1856. Came to Lanark Co., 1878.

Mostyn, Wm., M.D., physician and surgeon. Native of Ireland. Born, 1836. Settled in Lanark Co., 1858. Dr. Mostyn has held every local office in the gift of the people, up to member of Parliament.

Menzies, John, Registrar North Riding of Lanark. Has also held the offices of Tp. Councillor, School Trustee, etc. Owns 100 acres in 11th Con., Tp. of Ramsay. Mr. Menzies is a native of Scotland. Born, 1823, and has resided in Lanark Co. 35 years.

Patterson, Jas., M.D., physician and surgeon, Almonte, Ont.

Patterson, John. Native of Glasgow, Scotland. Born, 1810. Came to Canada, 1824. Mr. Patterson has held various offices during his residence in Lanark Co., among them being that of Division Court Clerk, Magistrate, Issuer of Marriage Licenses, &c.

Patterson, Henry, Lot 93 Water Street, Almonte. Chief Constable for the Counties of Lanark, Renfrew and Carleton. Native of County Sligo, Ireland. Born, 1835. Settled in Lanark Co., 1856.

Raines, T. W., L.D.S., dentist. Native of United States. Born in Alabama, 1833. Removed to Lanark Co., 1864.

Reiley, Patrick, hotel proprietor, and agent for Frost and Wood, agricultural implement manufacturers. Native of Ireland. Born, 1828. Settled in Lanark Co., 1863.

Scott, John, retired from business. Formerly station agent and Justice of the Peace. Native of Glasgow. Born, 1807. Came to Canada and settled in Lanark Co., 1821.

Shearn, C. H., butcher. Native of England. Born, 1834. Settled in Lanark Co., 1875.

Shirreff, Arch., formerly Superintendent of Rosamond Woollen Company. Native of Scotland. Born, 1827. Settled in Lanark Co., 1870.

Templeman, Wm., publisher Almonte *Gazette*. Native of Lanark Co. Born, 1845.

Wilson, Alex., propr. Wilson House, Almonte. Native of Canada. Born, 1850. Settled in Almonte, 1878.

Wallace, James, grain dealer. Native of Glasgow, Scotland. Born, 1815. Family settled in Lanark Co., 1821.

Wylie, J. H., formerly Postmaster of Almonte and Treasurer of Almonte and Ramsay Tps. Native of Lanark Co. Born, 1825.

Young, Bros., Almonte, manufacturers of agricultural implements. Mill and job work of every description, castings, &c.

CARLETON PLACE.

Bell, A. W., assignee, Carleton Place. Native of Canada. Born in Lanark Co., 1835.

Brown, Horace, miller. Native of Canada. Born in Leeds Co., 1829. Settled in Lanark Co., 1862.

Bothwell, Thos. S., teacher. Native of Lanark Co. Born, 1858.

Bell, R., inspector of canals. Has held every local office in the gift of the people up to member of Parliament. Native of England. Born in London, 1808. Family settled in Lanark Co., 1817.

Bannerman, A., passenger conductor Canada Central R.R. Resides at Carleton Place. Native of Canada. Born in Ramsay Tp., Lanark Co., 1853.

Cliff, W. W., editor of the *Central Canadian*. Native of Canada. Born at Kingston, 1852. Has been a resident of Lanark Co. since 1875.

Cram, John F., wool puller and Town Councillor. Native of Lanark Co. Born, 1834.

Campbell, P. M., general insurance agent, representing Royal, Northern, and Scottish Commercial Insurance Companies, also agent of Q. M. O. and O. R. R. Native of Guelph, Ont. Born, 1850. Family settled in Lanark Co., 1852.

Code, W. H., general merchant, Carleton Place. Native of Lanark Co. Born, 1849.

Findlay, David, proprietor of foundry, Carleton Place. Native of Scotland. Born, 1835. Settled in Lanark Co., 1858.

Fife, George, miller. Native of Lanark Co. Born, 1847.

Greenshields, Robt., merchant. Native of Quebec. Born, 1846. Removed to Lanark Co., 1875.

Garant, Lawrence, barber. Native of Quebec. Born, 1854. Came to Lanark Co., 1877.

Gillies, John, retired manufacturer. Has resided in Lanark Co. since 1822. *See Biographical Sketch.*

King, Colin, farmer. Owns 600 acres of land in Lanark Co. Native of Perthshire, Scotland. Settled in Lanark Co. 1822.

Latimer, Wm. F., superintendent of woollen mill. Native of Scotland. Born in 1851. Settled in Lanark Co., 1873.

Lavelee, Napoleon, hotel proprietor. Canadian. Born at Hochelaga, near Montreal, P.Q. Settled in Lanark Co., 1830.

Menzies, Alex., druggist. Native of Perth, Ont. Born, 1859.

McPherson, Geo., bailiff. Born at Port Hope, Ont., 1838. Removed to Lanark Co., 1853.

McCallum, Neil, druggist. Native of Canada. Born at Perth, Ont., 1860.

McArthur, Archibald, merchant and manufacturer. Native of Scotland. Born, 1816. Has resided in Lanark Co. 60 years.

Peden, A. R. G., Village Clerk, Carleton Place. Native of the village. Born, 1849.

Poole, James, editor Carleton Place *Herald*. Native of Ireland. Settled in Lanark Co., 1831.

Preston, R. F., M.D., physician and surgeon, &c.

Scott, Rev. A., M.A., Carleton Place, Ont. Presbyterian minister.

Switzer, A. G., chemist and druggist. Native of Canada. Removed to Carleton Place, 1875.

Taylor, Wm., hardware merchant. Native of Scotland. Born, 1835. Settled in Lanark Co., 1856.

Wylie, Wm. H., woollen manufacturer. Formerly Reeve of the village. Native of Canada. Born, 1849.

LANARK VILLAGE AND TOWNSHIP.

Affleck, James, Jr., farmer. Owns Lots 26 and 27, Con. 10, Lanark Tp.; 200 acres. Born in the Tp., 1843. One of the Councillors. P.O. address, Clayton.

Affleck, James, Sr., farmer. Owns Lots 14 and 21, Con. 5, Lanark Tp.; 200 acres. Native of Scotland. Born in Lanarkshire, 1813. Has resided in the township 60 years, and has held the offices of Councillor and Reeve. P.O. address, Middleville,

Affleck, Robert R., farmer. Owner of Lot 13, Con. 5. Lanark Tp., 100 acres. Born in the township in 1843. P.O. address, Middleville.

Affleck, Robert, farmer. Owner of Lots 14 and 22, Con. 5, Lanark Tp.; 200 acres. Native of Lanarkshire, Scotland. Born, 1809. Has resided in Lanark Co. for 60 years. P.O. address, Middleville.

Anderson, Edmond, farmer, mill owner and apiarist, Hopetown, Lanark Tp. President of Lanark Tp. Agricultural Society. Native of Scotland. Born, 1815. Family settled in Lanark Co. 1826. Owns Lots 20, 21, and 22, Con. 4, 500 acres. P.O. address, Hopetown.

Baird, Andrew, farmer and Tp. Councillor. Born in Lanark Tp., 1830. Owns Lots 13 and 14, in the 1st Con.; 200 acres. P.O. address, Hopetown.

Caldwell, T. B., manufacturer, Lanark Village, Lanark Tp. Native of the Township. Born, 1856.

Croft, Wm., general merchant, Middleville, Lanark Tp. ; also Postmaster and Township Treasurer. Owner of Lot 18, Con. 5, and Lot 17, Con. 4, 300 acres.

Craig, Wm, general farmer. Owns Lot 12, Con. 9, Lanark Tp., 123 acres. Born in the township in 1831. P.O. address, Rosetta.

Campbell, James, farmer, and Vice-President Lanark Agricultural Society. Owner of Lots 14 and 15, Con. 6, Lanark Tp. Born in the township in 1824. P.O. address, Middleville.

Caldwell, Boyd, general store, woollen mills and lumberman, Lanark Village. Native of Scotland. Born, 1819. Family came to Canada and settled in Lanark Co., 1822.

Caldwell, W. C., lumberman. Owns 7,000 acres in Lanark Co. Native of Canada. Born in Lanark Co., 1843. P. O. address, Lanark.

Dobbie, Thos., proprietor Clyde Hotel, Lanark Village. Born in Lanark Co., 1828.

Dobbie, A. G., foundryman, machinist, and Reeve of Lanark Village. Native of Scotland. Born, 1840. Family settled in Lanark Co., 1856. *See Biographical Sketch.*

Field, Wm. A., furniture dealer and undertaker. Commissioner in B. R., and issuer of marriage licenses, Lanark Village. Mr. Field has also held the offices of Clerk of Division Court and Township Council. Native of Canada, Born, 1833. Settled in Lanark Co., 1868.

Hammond, Henry, farmer. Owner of Lots 5 and 6, Con. 11, and Lots 1 and 3, Con. 10, Lanark Tp.; 500 acres. Mr. Hammond is a native of Lanark Tp., and was born in 1830. P. O. address, Innisville.

Heron, John, general farmer and ex-Councillor, Lanark Tp. P.O. address, Middleville. Mr. Heron is owner of Lots 13 and 14, Con. 4; 200 acres. Native of Scotland. Born in Glasgow, 1809. Has been a resident of Lanark Co. 59 years.

Johnson, Hugh, watchman in factory, Lanark Village, and owner of 26 acres of land in Lanark Tp. Native of Canada. Born at Quebec, 1822. Settled in Lanark Co., 1859.

James, Benjamin, general farmer and owner of Lots 12, 13 and 24, Con. 12, Lanark Tp. ; 300 acres. Mr. James is a native of the township, and was born in 1825. P. O. address, Clayton.

Jackson, Thomas, general farmer, and owner of Lots 2 and 4, Con. 11, and Lots 1 and 2, Con. 12, Lanark Tp. Born in the township, 1838; has held the office of School Trustee. P. O. address, Innisville.

Munro, David, M. D., physician and surgeon, Lanark Village. Dr. Munro, who is one of the Village Councillors, is a Canadian by birth, having been born in Lanark Co., 1842. *See Biographical Sketch.*

Menzies, J. B. M. D., Lanark Village, physician and surgeon. Native of Lanark Co. Born, 1856.

Martin, Edward W., farmer. Owns Lot 3, Con. 11, Lanark Tp.; 200 acres. Born in Lanark, 1848. P. O. address, Innisville.

Moulton, Edward, farmer. Owner of Lot 10, Con. 10, and Lot 10, Con. 11, Lanark Tp.; 200 acres. Born in Lanark, 1837. P. O. address, Clayton.

McIntyre, A. R., general merchant, Middleville, and Reeve. Owner of Lot 16, Con. 6. Native of Canada. Born in Perth, 1843. P. O. address, Middleville.

Prentice, James, Jr., harness maker, Lanark Village. Native of Scotland. Born in Lanarkshire, 1848. Family settled in Lanark Co., Ont., 1859.

Pook, Richard, merchant tailor, Lanark Village. Mr. Pook is a native of England. Born, 1829. Settled in Lanark Co., 1869.

Rankin, John, Jr., miller, Lanark Village. Native of Scotland. Born in Glasgow, 1857. Came to Lanark Co., 1873.

Robertson, John, book-keeper for the firm of A. Colwell & Son, Lanark Village, and formerly Village Clerk. Native of Scotland. Born in Glasgow, 1828. Family settled in Lanark in 1842. Mr. Robertson is owner of Lot 10, Con. 2, Drummond Tp.; 200 acres.

Reid, Peter, Sr., farmer, and formerly Township Councillor. Native of Scotland. Born, 1816. Family settled in Lanark Co., 1820. Owns Lots 13 and 14, Con. 4, Lanark Tp.; 200 acres. P. O. address, Middleville.

Ramsbottom, John, general farmer. Owner of Lot 8, Con. 7, and Lot 8, Con. 8, Lanark Tp. Native of England. Born, 1835. Family settled in Lanark Co., 1840. P. O. Address, Rosetta.

Rathwell, John, farmer, and Township Councillor, Lanark Tp. P. O. address, Ferguson's Falls. Mr. Rathwell is a native of Lanark. Born 1834, and owns Lots 2 and 3, Con. 8, and Lots 2 and 3, Con. 9; 470 acres.

Stewart, Charles, Jr., farmer, Residence and P. O. address, Hopetown. Owns Lots 17 and 18, Cons. 2 and 3, Lanark Tp.; 100 acres. Native of Lanark. Born, 1845.

Thompson, Thomas, farmer, and formerly Township Councillor. Native of Scotland. Born, 1801. Settled in Lanark Co., 1832. Owns Lot 20, Con. 11, and Lot 2, Con. 12, Lanark Tp.; 200 acres. P. O. address, Galbraith.

Wilson, Rev. James, clergyman. P. O. address, The Manse, Lanark Village, Ont.

Willows, John, farmer. Owner of Lots 1 and 3, Lanark Tp., Lot 22, Con. 10, Drummond Tp., and other land; in all, 540 acres. Native of England. Born, 1813. Family settled in Lanark Co., 1820. P. O address, Innisville.

TOWNSHIP OF BATHURST.

Armour, Ephraim, farmer. Owns Lot 24, Con. 6, Tp. of Bathurst, 200 acres. Native of Canada. Born, 1850. Settled in Lanark Co. in 1878. P.O. address, Perth.

Adams, J. M., bookkeeper. Owns 24 acres of land, Tp. of Bathurst. Native of Canada. Born in Lanark Co., 1823. P. O. address, Glentay.

Bell, Thomas, farmer and stock-raiser. Owns 150 acres of land, Lot 23, Con. 8, Tp. of Bathurst. Native of Canada. Born in Lanark Co., 1826. P. O., Balderson.

Bain, James, farmer. Owns Lot 23, Con. 11, Tp. of Bathurst, 200 acres. Native of Scotland. Born, 1807. Came to Lanark Co., 1820. Has large iron mine on his farm, which he desires to lease. P.O. address, Fallbrook.

Buffam, George, millwright. Owns Lot 22, Con 10, Tp. of Bathurst; 80 acres. Native of England. Born, 1828. Settled in Lanark Co., 1845. P. O. address, Fallbrook.

Balderson, Thomas, farmer. Owns Lot 24, Con. 10, Tp. of Bathurst; 100 acres. Native of Canada. Born, 1837, in Lanark County. P. O. address, Fallbrook.

Brown, John, retired gentleman. Owns Lot 2, Con. 3, Tp. of Bathurst. Born in England, 1820. Settled in Lanark Co., 1866. P. O. address, Elliot.

Buchannan, Daniel, farmer and manufacturer of potash. Owns Lot 25, Con. 6, Bathurst Tp. Born in Lanark Co., 1825. P. O. address, Balderson.

Chester, J., farmer and miller. Owns 53 acres, Lot 20. Con. 11, Bathurst Tp. Born in Lanark Co., 1829, Has held the office of Township Councillor. P. O. address, Fallbrook.

Clark, John F., general builder and pump manufacturer, Balderson. Resides in Bathurst Tp., where he was born in 1830.

Cameron, Walter, farmer, and proprietor of Farmer's Hotel, Fallbrook Village. Owns 50 acres in Bathurst Tp. Born in Province of Quebec, 1841.

Cuthbertson, Alex., farmer. Owns Lot 24, Con. 3, Bathurst Tp., 200 acres. Born in Lancashire, England, 1808. Settled in Lanark Co., 1832. Has held the office of Auditor of the Township. P. O. address, Perth.

Dodds, Ralph, woollen manufacturer, Glentay Village. Owns Lot 20, Con. 2, Bathurst Tp., 450 acres. Born in England, 1827. Family settled in Lanark Co., 1831. P. O. address, Glentay.

Fumerton, John, merchant, Fallbrook Village. Canadian by birth. Born in Lanark Co., 1840. P. O. address, Fallbrook.

Grey, George, farmer. Owns Lot 4, Con. 3, Bathurst Tp.; 200 acres. Born in Scotland, 1804. Family settled in Lanark Co., 1816. P. O. address, Elliot.

Gibson, John, farmer. Owns Lot 16, Con. 1, Bathurst Tp.; 300 acres. Born in Dumfries, Scotland, 1807. Settled in Lanark Co., 1842. P.O. address, Perth.

Ireland, J. S., tanner and currier, Glentay Village. Native of Scotland. Born in Dundee, 1832. Settled in Lanark Co., 1855. P. O. address, Glentay.

Jordan, Robert, farmer. Owns Lot 3, Con. 2, Bathurst Tp.; 200 acres. Mr. Jordan is a native of England, and was born in 1795. Emigrated to Canada, and settled in Lanark Co. in 1837, where he formerly taught school. P. O. address, Elliot.

Kendry, James, manager Glentay Woollen Mills. A Canadian; born in 1845. Came to Lanark Co. in 1872. P. O. address, Glentay.

Kellett, Thomas, Sr., farmer and stock raiser. Owner of Lot 26, Con. 6, Bathurst Tp. Native of Ireland. Born in 1830. Settled in Lanark Co., 1851. P.O. address, Balderson.

Kerr, Andrew, farmer and stock raiser. Owns Lot 23, Con. 10, Bathurst Tp. Born in Ireland, 1824. Family settled in Lanark Co., 1830. P.O. address, Fallbrook.

Laurie, James, Sr., farmer and miller. Mr. Laurie is a native of Scotland, where he was born in 1809. Came to Canada, and settled in Lanark Co. in 1832. P.O. address, Glentay.

Lees, William, farmer, mill owner, M.P.P., and ex-Warden of Lanark Co. Proprietor of Lot 21, Con. 10, Montague Tp; 500 acres. Mr. Lees is a Canadian by birth, and was born in 1821. P. O. address, Fallbrook.

Meredith, John, farmer. Owner of Lot 13, Con. 3, Bathurst Tp.; 150 acres. Born in Canada, 1809. Family settled in Lanark Co., 1816. P.O. address, Glentay.

Merilees, John, miller, Fallbrook Village. A native of Scotland. Born in 1841. Settled in Lanark Co., 1874. P. O. address, Fallbrook.

Murray, Rev. R. C., Presbyterian minister. Born in Nova Scotia in 1857. Came to Lanark Co. 1879. P.O. address, Elliot.

Macdonald, Duncan, farmer. Owns East half Lot 26, Con. 3, Bathurst Tp.; 100 acres. Mr. Macdonald is a native of Scotland, and was born at Inverness in 1809. Settled in Lanark Co. as far back as 1832, and has filled the position of Township Auditor. P.O. address, Perth.

Manion, John, farmer and speculator. Owner of Lot 17, Con. 3, Bathurst Tp. Native of Ireland. Born 1806. Has resided in Lanark Co. for 20 years, and has held the position of Captain of Militia and Justice of the Peace. P. O. address, Glentay.

McClellan, Samuel, farmer. Owner of Lot 5, Con. 2, Bathurst Tp.; 350 acres. Mr. McClellan was born in Ireland in 1789, and settled in Lanark Co. in 1819. He has now attained the ripe age of 91. P. O. address, Elliot.

McDonald, John, farmer. Owner of Lot 26, Con. 5, Bathurst Tp.; 100 acres. Mr. McDonald is a Canadian by birth, and was born in Lanark Co. in 1859. P. O. address, Balderson.

McCabe, Michael, miller. Proprietor of McCabe's flour and oat-meal mill. Allan's Mills P. O. Mr. McCabe is an Irishman, having been born in Wexford, Ireland, in 1842. Came to Canada and settled in Lanark Co. in 1852.

Owen, C. L., manager Glentay Woollen Mills. Mr. Owen is a native of New York State, and was born in 1852. Has been in Lanark County since July 14th, 1879. P. O. address, Glentay.

Olde, George, farmer. Owner of Lot 23, Con. 8. Bathurst Tp.; 100 acres. Mr. Olde was born in Lanark Co. in 1823. P. O. address, Perth.

Patterson, James, farmer and stock-raiser. Owns Lot 14, Con. 2, Bathurst Tp.; 200 acres. Mr. Patterson, who is a native of Canada, born in Lanark Co. in 1845, has held the important office of Deputy Reeve of Bathurst Tp. P. O. address, Glentay.

Playfair, William, farmer and saw mill proprietor, Owns Lot 21, Con. 12, Bathurst Tp., 80 acres. Mr. Playfair is a Canadian by birth. P.O., Playfair.

Palmer, Alex. R., farmer. Born in Lanark County, 1843. Owns 50 acres of Lot 3, Con. 3, Bathurst Tp. P. O. address, Elliot.

Ritchie, John, mill proprietor and owner of Lot 12, Con. 1, Bathurst Tp. Is a Canadian by birth; born in the county in 1844. P. O. address, Perth.

Warren, Richard, farmer. Owns 200 acres, Lot 23, Con. 7, Bathurst Tp. Mr. Warren, who is a Township Councillor, is a Canadian by birth, and was born in Lanark County in 1839. P.O., Harper.

Warren, Joseph, Jr, Harper Village, merchant and Postmaster, Treasurer of Bathurst Tp. Mr. Warren, who occupies a leading position in the township, is a Canadian by birth, and was born in Lanark County in 1837. P. O. address, Harper.

Wilson, Samuel, farmer. Owns 150 acres of land, Lot 22, Con. 5, Bathurst Tp. His P. O. address is Harper. Mr. Wilson holds the position of Township Assessor, and was born in Lanark County in 1833.

Wallace, George, mill owner, Fallbrook, P. O. Native of Canada. Born in Lanark County in 1848.

Wilson, Thomas, farmer and mill proprietor, came from Scotland to Lanark County in 1815, being at that time only six years old. Mr. Wilson is the owner of Lot 16, Con. 1, Bathurst Tp. P.O. address, Glentay.

TOWNSHIP OF BECKWITH.

Alcock, Thos., retired farmer, Beckwith Tp., Prospect P.O. Mr. Alcock, who is in his 78th year, was born in Kilkenny, Ireland, in 1803, and has been a resident of Lanark Co. for 48 years.

Cram, Duncan, farmer and stock raiser. Native of Lanark Co. Born, 1838. Owns Lot 21, Con. 12; 160 acres. P. O. address, Carleton Place.

Cram, Joseph, general farmer. Born in Lanark Co., 1840. Owner of Lot 20, Con. 12, and Lot 21, Con. 11, Beckwith Tp.; 219 acres. P. O. address, Carleton Place.

Cram, Samuel G., farmer. Owner of Lot 20, Con. 11, Beckwith Tp.; 145 acres. Native of Canada. Born in Lanark Co., 1838. P.O. address, Carleton Place.

Cram, John, farmer, Beckwith Tp. Owns Lot 19, Con. 11; 140 acres. Born in Lanark Co., 1831. P. O. address, Carleton Place.

Cameron, David, farmer and proprietor Beckwith Stone Quarry. Owner of Lot 10, Con. 9; 200 acres. Mr. Cameron is a native of Lanark Co. Born, 1838. P. O. address, Carleton Place.

Dewar Archibald, farmer, Beckwith Tp. Owner of Lots 24 and 25, Con. 7; 300 acres. Native of Lanark Co. Born, 1834. Formerly held the office of Reeve of the township. P. O. address, Ashton.

Drynan, Mrs. James, widow of the late Mr. James Drynan, of Beckwith Tp. Is a native of Canada, and was born in Lanark Co., 1824. P.O. address, Almonte.

Gillies, John C., general farmer. Native of Canada. Born in Lanark Co., 1836. Owns Lot 3, Con. 1, Beckwith Tp.; 100 acres. P. O. address, Franktown.

Leach, Robert, farmer, and agent for agricultural implements. P. O. address, Carleton Place. Native of Lanark Co. Born, 1835. Owns Lots 12 and 13, Cons. 8 and 9, Beckwith Tp.

Moore, Wesley Smith, general farmer, Beckwith Tp. Native of Lanark Co. Born, 1848. Owns Lot 1, Con. 2, Beckwith Tp.; 200 acres. P. O. address, Franktown.

McEwen, Ewen, Postmaster, Franktown P. O., and Clerk and Treasurer of Beckwith Tp. Mr. McEwen is also owner of Lot 10, Con. 4, Beckwith Tp.; 100 acres. Native of Scotland. Born in Perthshire, 1808. Family settled in Lanark Co., 1818.

McNab, Peter, farmer, Beckwith Tp. P. O. address, Ashton. Native of Scotland. Born in Ross-shire, 1808. Family settled in Lanark Co., 1830. Owner of Lot 25, Con. 10; 180 acres.

McLaren, Donald, general farmer. Owner of Lot 22, Con. 11, Beckwith Tp.; 150 acres. Native of Lanark Co. Born, 1853. P.O. address, Carleton Place.

McEwen, F., farmer and proprietor of Dominion Quarry, Beckwith Tp. Owner of 300 acres of land in the Tp. Resides on Lot 11, Con. 9. Native of Lanark Co. Born, 1837. P.O. address, Carleton Place.

McLaren, Daniel, farmer. Owner of Lot 24, Con. 9, Beckwith Tp., 100 acres. Born in Lanark Co., 1828. P.O. address, Ashton.

McLaren, John, farmer, Beckwith Tp. Born in Lanark Co., 1833. Owner of Lots 24 and 25, Con. 9; 200 acres. P.O. address, Ashton.

McEwen, James, general farmer, and owner of Lots 22 and 23, Con. 8; also Lots 18, 19, 20 and 21, Con. 7, Beckwith Tp. Mr. McEwen was born in Lanark Co., 1846. P.O. address, Ashton.

McIntosh, John, farmer and builder. Owner of Lot 23, Con. 9, and Lot 22, Con. 8, Beckwith Tp. Native of Lanark Co. Born, 1825. P.O. address, Ashton.

McEwan, Finlay, farmer, Beckwith Tp. Owner of 350 acres in the township. Resides on Lot 21, Con. 9. P.O. address, Ashton. Mr. McEwen is a native of Canada. Born in Lanark Co., 1832.

McDonald, John, school teacher. Black's Corners, Beckwith Tp. P.O. address, Carleton Place. Mr. McDonald is a native of Lanark Co. Born, 1850.

McEwen, James, farmer, Beckwith Tp. P.O. address, Franktown. Mr. McEwen is a native of Scotland. Born in Perthshire, 1814. Family settled in Lanark Co., 1818. Owner of Lots 8 and 9, Con. 7; 400 acres.

McLaren, Donald, farmer, Beckwith Tp. Native of Scotland. Born in Perthshire, 1814. Family settled in Lanark Co. 1818. Mr. McLaren holds office as Elder in the Presbyterian Church. Owns 250 acres in the 4th Con. Beckwith. P.O. address, Franktown.

Nagle, T. L., proprietor of summer resort on Lake Mississippi, Beckwith Tp. Native of Canada. Born in Lanark Co. 1841. P.O. address, Carleton Place.

Nesbitt, Thomas, farmer. Owner of Lots 7 and 8, Con. 8, Beckwith Tp.; 150 acres. Born in Lanark Co., 1833. P.O. address, Carleton Place.

Stewart, Alex., farmer and merchant. Owner of Lot 25, Con. 8, and Lot 14, Con 9, Beckwith Tp. Native of Canada. Born in Lanark Co., 1827. P.O. address, Carleton Place.

Stewart, John, farmer, and Justice of the Peace. Owns 300 acres in Beckwith Tp., Lot 5, Con. 1, and Lot 5, Con. 2. Native of Scotland. Born, 1800. Formerly held the offices of Tp. Councillor and Assessor. Settled in Lanark Co., 1846. P.O. address, Franktown.

Tighe, Rev. Stearne, B. A., Rector of Franktown. Native of Ireland. Born in the city of Dublin, 1835. Removed to Lanark Co., 1877. P.O. address, Franktown.

TOWNSHIP OF NORTH BURGESS.

Armour, John, Sr., general farmer. Owns Lots 9 and 10, Con. 11; 225 acres. Native of Scotland; born 1813. Settled in the county, 1821. Has held the office of Township Councillor. P.O. address, Allan's Mills. *See Biographical Sketch.*

Abercrombie, Wm., farmer. P. O. address, Allan's Mills. Owns Lots 12 and 13, Con. 9; 300 acres. Born in Lanark Co., 1831.

Allan, Wm., farmer and mill owner, also Township Treasurer and Postmaster, Allan's Mills P. O. Formerly held the office of Township Councillor. Native of Lanark Co. Born, 1833. Mr. Allan owns 200 acres of land in Lot 12, Con. 10.

Armour, John, Jr., farmer. Native of Lanark Co. Born, 1842. P. O. address, Perth. Owns 240 acres, being Lot 2, Con. 8, and Lot A, Con. 10.

Byrne, Edward, farmer, and for many years Reeve and ex-Warden of the Co. Native of Canada. Born, 1827. Owns 350 acres in the township. P. O. address, Stanleyville.

Byrne, John, general farmer, formerly Postmaster and Collector for the Township. Owns Lot 15, Con. 8, and Lot 13, Con. 6; 200 acres. Native of Lanark Co. Born, 1839. P. O. address, Stanleyville.

Farrell, B., retired farmer. Owner of Lot 17, Con. 7; 140 acres. Native of Ireland. Born, 1804. Settled in Lanark Co., 1842. P.O. address, Stanleyville.

Ferrier, Isaac, farmer. Owner of E. ½ Lot 8, Con. 10, and Lot 6, Con. 8; 250 acres. Canadian by birth. Born in Ottawa, 1828. Family moved to Lanark County, 1830. P.O. address, Perth.

Kenyon, T. Isaac Moss, farmer and miner. Is Reeve of the Township. Owner of Lot 1, Con. 8, Burgess, North, also Lot 30, Con. 8, Elmsley, North; 200 acres. Native of England. Born in Manchester, 1847. Settled in Lanark Co., 1867. P. O. address, Perth.

McMartin, George, practical miner, Native of Perth. Born, 1844. P. O. address, Perth.

McNamee, Maurice, farmer and blacksmith. Owner of Lot 17, Con. 9; 110 acres. Native of Ireland. Born in Armagh, 1839. Family settled in Lanark Co., 1842. Formerly held the office of Councillor. P. O. address, Stanleyville.

Oliver, George, farmer and miller. Owns Lots 11 and 13, Con. 10. Native of Canada. Born in Lanark Co., 1837. P. O. address, Allan's Mills.

Oatway, William, general farmer. Owns Lots 8 and 9, Con. 8. Native of England. Born in Devonshire, 1839. Family settled in Lanark Co., 1840. Mr. Oatway has held the office of Township Councillor. P.O. address, Perth.

Scott, T., farmer and mill owner. J. and T. Scott jointly own 62 acres of Lot 17, Con. 10, Burgess, North, and also 100 acres in South Sherbrooke Tp. Mr. Scott is a native of Canada, and was born in Lanark Co., 1834. P. O. address, Perth.

Stanley, Michael, farmer and Postmaster, Stanleyville, Is Captain of Lanark Militia. Owns Lot 15, Con. 8, Burgess, North; 60 acres. Mr. Stanley held the office of Reeve for some years.

Wilson, Samuel, farmer. Owner of Lot 10, Con. 10, Burgess, North. Native of Lanark Co. Born, 1838. P. O. address, Allan's Mills.

TOWNSHIP OF DALHOUSIE.

Avery, Benjamin, farmer. Owner of Lot 1, Con. 9, Dalhousie Tp.; 300 acres. Native of Canada. Born in Lanark Co., 1813. P. O. address, McDonald's Corners.

Cameron, Dr. Resides at McDonald's Corners. Native of Canada. Born, 1846. Came to Lanark Co., 1876.

Conway, Thomas, farmer. Owner of Lot 18, Con. 4, Dalhousie Tp.; 200 acres. Native of Scotland; born at Glasgow, 1813. Family settled in Lanark Co., 1820. P. O. address, Watson's Corners.

Cameron, James, farmer. P. O. address, McDonald's Corners. Native of Scotland. Born, 1812. Family settled in Lanark Co., 1821. Mr. Cameron, who formerly held the office of School Trustee, is owner of Lot 1, Con. 9, Dalhousie Tp.; 250 acres.

Cumming, Peter, farmer, Librarian of Township Library, and ex-School Trustee. Native of Scotland. Born, 1812. Family settled in Lanark Co., 1820. Owner of Lot 10, Con. 2; 300 acres. P. O. address, Watson's Corners.

Duncan, James, farmer, native of Canada. Born in Lanark Co., 1837. Owner of Lot 11, Con. 11; 300 acres. P. O. address, McDonald's Corners.

Dunlop, Thomas, farmer, speculator, drover, and Township Treasurer. Owner of Lot 11, Con. 8; 200 acres. Native of Canada. Born in Lanark Co., 1825. Formerly held the office of Township Assessor and Collector. P.O. address, McDonald's Corners.

Davidson, Archibald, farmer and ex-School Trustee. Native of Scotland. Born, 1829. Settled in Lanark Co., 1855. Owner of Lot 16. Con. 4; 100 acres. P. O. address, Watson's Corners.

Geddes, Adam, farmer. Owner of Lot 6, Con. 9, Dalhousie Tp.; 200 acres. Mr. Geddes, who is one of the Township Councillors, is a native of Canada, and was born in Lanark Co., 1832. P. O. address, McDonald's Corners.

Gardner, Wm., Jr., hotel keeper, Village of McDonald's Corners. Native of Canada. Born in Lanark Co., 1841. Mr. Gardner is proprietor of part of Lot 8, Con. 9.

Gallinger. Jacob, general blacksmith, McDonald's Corner's. Horse shoeing and general jobbing promptly attended to. Mr. Gallinger is a native of Canada. Born in Lanark Co., 1851.

Giles, Hiram, farmer and hotel proprietor, Village of Watson's Corners. Owner of Lot 11, Con. 3; 100 acres. Native of Canada. Born in Lanark Co., 1847.

Gardner, Wm., Sr., farmer. P.O. address, McDonald's Corners. Owner of Lot 12, Con. 8; 145 acres. Native of Scotland. Born, 1812. Has resided in Lanark Co. for half a century. Formerly held the office of Township Assessor.

Lock, Wm., McDonald's Corners, farmer, merchant, Postmaster, grain buyer, and general dealer. Owns Lot 8, Con. 9. Native of Ireland. Born, 1836. Family settled in Lanark Co., 1849.

Leslie, A. C., school teacher Section No. 6, Dalhousie Tp. P. O. address, McDonald's Corners. Native of Canada. Born in Lanark Co., 1855.

Legary, James, farmer. Owner of Lot 15, Con. 12; 200 acres. Formerly held the offices of Pathmaster and School Trustee. Native of Canada. Born in Lanark Co., 1837. P. O. address, McDonald's Corners.

Moore, Wm. A., general merchant, McDonald's Corners. Native of Canada. Born in Lanark Co., 1856.

Clarke, George, manufacturer of light and heavy harness and saddles of the latest styles and best finish, Pakenham Village. Native of Canada. Born, 1860. Came to Lanark Co., 1877.

Carswell, Allan, farmer. Owns Lot 12, Cons. 11 and 12 ; 235 acres. Native of Canada. Born in Lanark Co., 1831. P. O. address, Pakenham.

Dickson, Samuel S., farmer and stock raiser. Is Reeve of the township. Owns 450 acres, Lot 5, Con. 7. Native of Canada. Born in Lanark Co., 1830. P. O. address, Cedar Hill.

Dickson, H. H., general merchant, Postmaster, and druggist, Pakenham Village. Canadian by birth. Born in Lanark Co., 1838. Owns 1,200 acres in Pakenham Tp.

Dickson, Stephen, farmer and stock raiser. Owns Lot 7, Con. 9; 100 acres. Born in Lanark Co., 1845. P.O. address, Pakenham.

Dickson, Samuel J., farmer. Owns Lot 8, Con. 6; 300 acres. Canadian by birth. Born in Lanark Co., 1838. P.O. address, Cedar Hill.

Forsyth, John, farmer and mill owner. Canadian by birth. Born in Pakenham Tp., 1848. Owns Lot 8, Con. 7 ; 600 acres. P. O., address, Pakenham.

Givens, John, general blacksmith, Village of Pakenham. Native of Canada. Born in Lanark Co., 1849.

Graham, W. A., teacher, School Section No. 5. Born in Pakenham Tp., 1857. P.O. address, Pakenham.

Lowe, Wm., Jr., farmer and mill owner. P.O. address, Cedar Hill. Owns Lot 7, Con. 6; 700 acres. Native of Canada. Born in Pakenham, 1848.

Lowe, Wm., Sr., farmer, stock raiser, and speculator. Is a Township Councillor. Native of Ireland. Born, 1823. Family settled in Lanark County, 1825. Owner of Lot 4, Con. 6 ; 700 acres. P.O. address, Pakenham.

Lindsay, John, retired farmer. Owner of Lot 4, Con. 8 ; 100 acres. Mr. Lindsay, who is a native of Scotland, is now in his 81st year, and settled in Lanark County in 1824. Has held the office of School Trustee. P.O. address, Cedar Hill.

Lowry, William, farmer. Owns Lot 13, Con. 3 ; 400 acres. Native of Canada. Born in Lanark Co., 1849. P. O. address, Cedar Hill.

Miller, Mrs. E. Owner of Lot 14, Con. 3 ; 200 acres. Mrs. Miller is a native of Ireland, and was born in 1812. Came to Lanark Co., 1832. P. O. address, Cedar Hill.

McArthur, Mrs. Rebecca. Owner of Lot 12, Con. 12. Native of Canada. Born, 1826. Settled in Lanark Co., 1845. P. O. address, Pakenham.

McArthur, Duncan, farmer and lumberman. Owner of Lot 11, Con. 12. Mr. McArthur is a Canadian by birth, and was born in Lanark Co. in 1857. P. O. address, Pakenham.

McKibbin, William, farmer and ex-Councillor, was born in Lanark Co. in 1849. Owns Lot 7, Con. 10; 200 acres. P. O., address, Pakenham.

McVicar, John, farmer. Native of Glasgow, Scotland. Born in 1802. Settled in Lanark Co., 1830. Owns Lot 19, Con. 12 ; 100 acres. Mr. McVicar has held the office of School Trustee. P. O. address, Pakenham.

O'Neil, J., carriage manufacturer, Pakenham P. O. Native of Ireland. Born, 1833. Came to Lanark Co. in 1849. Has been Captain of Canadian Militia.

Pallister, Peter, butcher, Pakenham P.O. Mr. Pallister was born in Yorkshire, England, in 1848, and came to Lanark County in 1871.

Steen, John, farmer. Owns Lot 14, Con. 10 ; 350 acres. Mr. Steen was born in Perth, Lanark Co., in 1823, and is a Township Councillor. P. O. address, Pakenham.

Scott, James, farmer. Native of Canada. Born in Lanark Co., 1838. Owns Lot 20, Con. 11 ; 106 acres. P.O. address, Pakenham.

Scott, Young, retired farmer and ex-Reeve of the Township, was born in Ireland in 1803, and has resided in Lanark County for 77 years, his family having emigrated to Canada when Mr. Scott was but an infant. Has been for years more prominently identified with municipal matters than any other resident of the township. Owns Lot 18, Con. 11 ; 100 acres. P.O. address, Pakenham.

Scott, Thomas, farmer, Cedar Hill P.O. Owner of Lot 7, Con. 8 ; 150 acres. Mr. Scott is a native of Canada, born in Lanark County in 1830, and has held the office of Township Collector.

Walker, Robert, farmer, stock raiser, and agent for agricultural implements, Diamond P.O. Owns Lot 7, Con. 8, Fitzroy Tp.; 300 acres, valued at $12,000. Mr. Walker has held the office of Deputy Reeve, is an Irishman by birth, and was born in 1839. His family came to Canada and settled in Lanark Co. in 1842.

Woods, James, farmer and ex-Councillor. Owns Lot 9, Con. 11; 100 acres. Native of Ireland. Born in County Down, 1816. Came to Canada and settled in Lanark Co. in 1837. P. O. address, Pakenham.

TOWNSHIP OF RAMSAY.

Armstrong, Charles, farmer. Owner of Lots 21 and 22, Con. 10 ; 200 acres. Native of County Fermanagh, Ireland. Settled in Lanark Co., 1839. P. O. address, Almonte.

Black, James, farmer. Native of Scotland. Born in the city of Glasgow, 1817. Family settled in Lanark Co., 1821. Mr. Black is owner of Lots 15 and 21, Con. 7; 200 acres. Has held the offices of Director of the Lanark Co. Agricultural Society, Township Councillor, and is now Deputy Reeve of the Township. P.O. address, Almonte.

Barker, James, farmer. Owns Lots 25 and 27, Con. 9; 180 acres. Canadian by birth. Born in Ramsay, 1832. P.O. address, Blakeney.

Bowlan, John, farmer. Native of County Wicklow, Ireland. Born, 1816. Family settled in Lanark Co., 1824. Resides on Lot 17, Con. 1, and owns 400 acres, valued at $7,000 ; also owns the east half of Lot 17, Con. 12, Lanark Tp. P.O. address, Clayton.

Baird, Andrew, farmer. Owner of Lot 2, Con. 10; 130 acres. Native of Lanark Co. Born, 1825. P.O. address, Appleton.

Banning, Ozias, general merchant, Clayton Village. Mr. Banning has been Postmaster of Clayton for 17 years, is a Canadian by birth, and was born at Lachute, P. Q., 1837. Settled in Lanark Co., 1858.

Cochran, Andrew, farmer and stock raiser. Owner of Lot 19 and 22, Con. 6, and Lot 22, Con. 7 ; 300 acres. Native of Scotland. Born, 1813. Family settled in Lanark Co., 1832. Mr. Cochran for some time held the office of Treasurer of the Presbyterian Church. P. O. address, Almonte.

Code, John, farmer. Owner of Lot 2, Con. 2 ; 100 acres. Native of Lanark Co. P.O. address, Carleton Place.

Cleland, John W., school teacher. P. O. address, Clayton. Native of Scotland. Born in Lanarkshire, 1847. Came to Lanark Co., Canada, 1871.

Cram, Henry W., farmer and brickmaker. Owns the W. ½ Lot 7, Con. 11 ; 100 acres, valued at $6,000. Mr. Cram is a Canadian by birth, having been born in Beckwith Tp., Lanark Co., in 1841. P. O. address, Appleton.

Cornett, Robert, builder, P.O. address, Carleton Place. Native of Ireland. Born, 1849. Family settled in Lanark Co., 1855.

Drummond, Daniel, miller, Clayton Village. Is Reeve of Ramsay Tp. Owner of Lot 22, Con. 2, valued at $4,500. Mr. Drummond has held the offices of Reeve and Councillor for 15 years. Born in the township in 1827. P. O. address, Clayton.

Duncan, Robert, farmer. Owner of Lot 9, Con. 11 ; 100 acres. Native of Scotland. Born at Paisley, 1808. Family settled in Lanark Co., 1822. P.O. address, Almonte.

Duncan, James, farmer. Was born in Ramsay Tp., 1826, and is owner of the East half of Lot 9, and the West half of Lot 10, Con. 11; 200 acres. P. O. address, Almonte.

Dowling, Edward, farmer. Owner of Lot 5, Con. 12; 200 acres, valued at $12,000. Mr. Dowling is a native of Ireland, and was born in Cork County in 1807. Family settled in Lanark Co., 1823. Has held the office of Justice of the Peace for 30 years. P. O. address, Appleton.

Drummond, Peter, farmer and ex-Councillor. Owns 100 acres in Ramsay Tp., Lot 9, Con. 12; also 100 acres in Huntley Tp., Carleton Co. Mr. Drummond, who was born in Perthshire, Scotland, in 1825, came with his parents to Lanark Co. in 1828. P.O. address, Almonte.

Drummond, Daniel, farmer. Owner of Lot 9, Con. 12, Ramsay Tp., valued at $4,000 ; also owns 82 acres in Huntley Tp., Carleton Co. Native of Scotland. Born in Perthshire, 1827. Family emigrated and settled in Lanark Co., 1828. Has held the office of Township Collector. P.O. address, Almonte.

Devitt, Alfred, teacher, Ramsay Tp. Native of London, England. Born, 1840. Came to Lanark Co., 1870. P.O. address, Almonte.

Dunlop, George, farmer. Native of Lanark Co. Born, 1821. Owns Lot 12, Con. 6 ; 200 acres, valued at $3,000. P.O. address, Almonte.

Fumerton, Arch. W., general merchant and hotel proprietor, Appleton Village. Native of Canada. Born in the Township of Ramsay, 1857. P. O. address, Appleton.

Fumerton, Robert A., farmer. Also a native of Ramsay Township. Born in 1826. Owner of east half Lot 3, Con. 11; 100 acres. P.O. address, Appleton.

Foley, Michael, farmer. Owns 300 acres in Ramsay Tp., Lot 13, Con. 6. Mr. Foley, who is in his 87th year, was born in County Carlow, Ireland, in 1793, and came with his family to Lanark Co. in 1822. Has held the office of Township Auditor. P. O. address, Almonte.

Gilmour, Wm., farmer, and for 25 years County Constable. Is a native of Scotland, and was born there in 1821 ; his family emigrating and settling in Lanark Co. the same year. Mr. Gilmour is owner of Lot 15, Con. 8 ; 230 acres, valued at $4,000. Has held the office of Township Collector. P. O. address. Almonte.

Houston, Joseph, farmer. Native of Lanark Co. Born, 1848. Owns Lot 5, Con. 7; 100 acres. P. O. address, Carleton Place.

Hart, Thomas, farmer. Owns Lot 5, Con. 12 ; 200 acres, valued at $12,000. Mr. Hart was born in Ramsay Tp., in 1836. P. O. address, Appleton.

Lang, John, farmer. Owner of Lot 14, Con. 10 ; 100 acres, valued at $8,000. Native of Canada. Born in Ramsay Tp., 1829. P.O. address, Almonte.

Miller, Duncan, carriage manufacturer, Appleton P. O. Native of Lanark Co. Born, 1831.

Metcalf, James, farmer. Resides on Lot 14, Con. 8, where he is owner of 200 acres. Is a native of Canada. Born in Renfrew Co , Ont., 1845. Family came to Lanark Co. in 1849. P.O. address, Almonte.

Marshall, Robert, farmer and School Trustee. Owner of Lots 6 and 7, Con. 2; 300 acres. Native of Canada. Born in Lanark Co., 1847. P.O. address, Carleton Place.

MacPherson, Dugald, farmer. Owns west half Lot 18, Con. 6; 100 acres, valued at $4,000. Born in Lanark Co., 1830. P.O. address, Almonte.

McDougall, Peter, woollen manufacturer, Rose Bank, and Postmaster, Blakeney P. O. Mr. McDougall, who was born in Perthshire, Scotland, in 1834, has resided in Lanark Co. for 23 years, and has been Captain of the Almonte Volunteer Co.

McCrary, Joseph, farmer. Owns 400 acres, 3rd Con., Ramsay Tp. Native of Ireland. Born in 1818. Family settled in Lanark Co., 1823. P.O. address, Carleton Place.

McPhail, Donald, farmer. Native of Scotland. Born in Argyleshire, 1820. Family came to Canada and settled in Lanark Co., 1821. Owns Lot 21, Con. 10 ; 100 acres. P.O. address, Almonte.

McIntosh, John, farmer. Owner of Lots 1 and 2, Con. 3 ; 300 acres. Native of Scotland. Born in Perthshire, 1833. Settled in Lanark Co., 1849. P. O. address, Carleton Place.

McFarlane, David, farmer. Resident of Lanark Co. 39 years. Born in Glasgow, Scotland, 1827. Owns west half Lot 14, Con. 9 ; 80 acres. P. O. address, Almonte.

McDermott, John, farmer. Owns 300 acres. Resides on east half Lot 16, Con. 3. Born in Lanark Co., 1835. Has held the office of Township School Trustee. P. O. address, Almonte.

McEwen, Wm., farmer. Native of Canada. Born in Lanark Co., 1821. Owns and resides on Lot 21, Con. 6 ; 400 acres. P. O. address, Almonte.

Neilson, James, farmer. Native of Paisley, Scotland. Born, 1820. Family emigrated to Canada and settled in Lanark Co. the following year. Owns 250 acres, and resides on Lot 11, Con. 10. P. O. address, Almonte.

Naismith, Peter, farmer. Owns and resides on Lot 21, Con. 6 ; 400 acres. Native of Scotland. Born in Lanarkshire, 1807. Settled in Lanark Co., Ont., 1829. P. O. address, Almonte.

Paul, John, farmer and lime burner. Owner of Lots 9 and 10, Con. 6 ; 200 acres, valued at $7,000. Native of Canada. Born in Ramsay, 1835. Has filled the position of Deputy Returning Officer. Has quantities of lime for sale at all times. Address, Almonte P.O.

Rae, Jas., farmer, tax collector and ex-School Trustee. Owner of Lot 14, Con. 7 ; 200 acres. Native of Ireland. Born, 1812. Family settled in Lanark Co., 1824. P. O. address, Almonte.

Read, Rev. F. A., Methodist minister, Burritt's Rapids P. O. Mr. Read is a Canadian by birth, and was born in Grenville Co., Oct., 1856.

Robertson, W. P., school teacher. Residence and P.O. address, Almonte. Native of Stirling, Scotland. Born, 1837. Settled in Lanark Co., 1863.

Robertson, James, Jr., farmer and formerly School Trustee. Owns east half Lot 17, Con. 2 ; 100 acres, valued at $2,500. Canadian by birth. Born in Lanark Co., 1847. P. O. address, Clayton.

Syme, Peter T., farmer. Owner of Lot 23, Con. 10 ; 200 acres. Native of Scotland. Born in Dunning, Perthshire, 1800. Mr. Syme, who is in his 80th year, has resided in Lanark Co. for almost half a century. P. O. address, Almonte.

Sneddon, James, farmer and lumberman. Owns Lot 25, Con. 8. Born in Lanark Co., 1821. P. O. address, Bennie's Corners.

Steel, John, farmer and Second Vice-President North Renfrew Agricultural Society. Owns Lots 22 and 23, Con. 7 ; 200 acres, valued at $5,000. Native of Scotland. Born in Renfrewshire, 1821. Has been a resident of Lanark Co. since 1821. P. O. address, Bennie's Corners.

Scott, James, manufacturer of carriages, buggies, &c., Almonte, Ont. Native of Prince Edward Island. Born, 1837. Has resided in Lanark Co. for the past 20 years.

Sneddon, Alex., farmer and formerly Township Councillor. Native of Canada. Born in the Tp. of Ramsay, 1835. Owner of E. ½ Lot 25, Con. 9, and W. ½ Lot 23, Con. 7; 145 acres. P. O. address, Bennie's Corners.

Smith, William, farmer. Owns and resides on Lot 12, Con. 10; 230 acres. Native of Scotland. Born, 1813. Has been a resident of Lanark County 59 years. P. O. address, Almonte.

Stewart, Duncan, farmer. Native of Perthshire, Scotland. Born, 1824. Settled with family in Lanark Co. in 1836. Owner of Lot 6, Con. 11; 250 acres. P. O. address, Appleton.

Scott, William, farmer. Native of Armagh, Ireland. Owns E. ½ Lot 14, Con. 1. Was born in 1813, and has resided in Lanark County for 31 years. P. O. address, Clayton.

Scrimgeour, Charles E., master mechanic, Rosamond Woollen Mills, Almonte. Was born in Galt, Ont., in 1841, and has resided in Lanark Co. since 1860.

Toshack, William, farmer. Owner of W. ½ Lot 24, Con. 8; 100 acres. Born in Ramsay, 1842. P. O. address, Bennie's Corners.

Teskey, Wilton, proprietor, Appleton Flour Mills, Appleton Village. Mr. Teskey is a native of the township, and was born in 1839.

Teskey, W. Rufus, manufacturer. P. O. Appleton. Township Councillor. Native of Lanark County. Born, 1840.

Usher, John, proprietor, Rose Bank Mills. Native of Ireland. Born in Antrim, 1840. P. O. address, Blakeney.

Warren, William, farmer. Owner of Lots 1 and 2, Con. 2; 300 acres. Native of Lanark Co. Born 1844. P. O. address, Carleton Place.

Wilson, William, farmer and builder. Appleton Village. Owns W. ½ Lot 3, Con. 10; 60 acres. Held the office of Township Councillor for first two years after the municipality was created. Native of Scotland. Born in New Monkland Parish, Lanarkshire, 1809. Family moved to Canada and settled in Lanark Co., 1828. P. O. address, Appleton.

Wilson, Andrew, farmer. Owner of Lot 3, Con. 10 ; 120 acres. Native of Scotland. Born, 1820. Family settled in Lanark Co., 1828. P.O. address, Appleton. Mr. Wilson holds the office of Vice-President of Ramsay Agricultural Society.

Wilson, John, general farmer. Owner of Lot 4, Con. 8 ; 100 acres. Native of Scotland. Born at Glasgow, 1818. Family settled in Lanark Co., 1821. P. O. address, Carleton Place.

Yuile, Alex., farmer and breeder of thoroughbred stock. Native of Stockport, England. Born, 1803. Settled in Lanark Co., 1821. P. O. address, Carleton Place.

Youll, James, farmer. Formerly Collector of the Township and Census Taker. Owns Lot 11, Con. 6 ; 125 acres. Born in London, England, 1794, and has resided in Lanark Co. since 1821. P. O. address, Almonte.

TOWNSHIP OF N. SHERBROOKE.

Campbell, George, farmer and stock raiser. Formerly Reeve and Councillor Owner of Lot 8, Con. 2. Native of Canada. Born in Lanark Co., 1836. P. O. address, Elphin.

Ferguson, John, farmer and School Trustee. Owner of Lots 5 and 6, Con. 1 ; 600 acres. Native of Scotland. Born in Perthshire, 1815. Settled in Lanark Co., 1841. P. O. address, Elphin.

Glen, Charles, farmer. Owner of Lot 2, Con. 2 ; 300 acres. Native of Scotland. Born at Edinburgh, 1806. Settled in Lanark Co., 1843. P.O. address, Elphin.

Izatt, Thomas, farmer and Returning Officer. Owner of Lot 13, Con. 2 ; 100 acres. Native of Scotland. Born, 1821. Settled in Lanark Co., 1842. P.O. address, Elphin.

Lee, John, farmer. Owns Lot 19, Con. 2 ; 300 acres. Native of Scotland. Born, 1836. Family settled in Lanark Co., 1843. P. O. address, Elphin.

McDougall, Dugald, farmer. Owner of Lot 11, Con. 1 ; 100 acres. Native of Canada. Born in Lanark Co., 1832. Formerly a Township Councillor. P. O. address, Elphin.

McDougall, Alex., farmer. Owner of Lot 13, Con. 1 ; 200 acres. Native of Scotland. Born, 1816. Settled in Lanark Co., 1831. P.O. address, Elphin.

McVean, Peter, farmer and Veterinary Surgeon (now retired). Owns Lot 6, Con. 1 ; 180 acres. Native of Scotland. Born in Dumbartonshire, 1818. Settled in Lanark Co., 1837. P.O. address, Elphin.

McDougald, Donald, farmer. Owner of Lot 2, Con. 11 ; 280 acres. Native of Scotland. Born in Argyleshire, 1804. Settled in Lanark Co., 1842. P. O. address, Elphin.

Sim, Walter, retired farmer. Owns Lot 19, Con. 2 ; 300 acres. Native of Scotland. Born in Perthshire, 1796. Has resided in Lanark Co. 56 years. P. O. address, Elphin.

Smith, James, retired farmer. Owner of Lot 13, Con. 3 ; 200 acres. Formerly held the offices of Reeve and Councillor. Native of Scotland. Born, 1802. Settled in Lanark Co., 1821. P. O. address, Elphin.

Wilson, George, farmer and formerly Collector and School Trustee. Native of Canada. Born, 1827. Owns Lot 10, Con. 2 ; 300 acres. P. O. address, Elphin.

Wilson, David, farmer and Justice of the Peace. Owns Lot 12, Con. 3 ; 200 acres. Native of Paisley, Scotland. Born, 1801. Family settled in Lanark Co., 1811. P.O. address. Elphin.

Wilson, Robert B., farmer and speculator. Owner of Lot 12, Con. 2 ; 150 acres. Native of Canada. Born in Lanark Co., 1836. P. O. address, Elphin.

TOWNSHIP OF S. SHERBROOKE.

Buchanan, George, farmer and Township Councillor. Owner of Lot 13, Con 9 ; 320 acres. Native of Canada. Born in Lanark Co., 1833. P.O. address, Maberley.

Deacon, Ephraim, farmer and Township Councillor. Owner of Lot 10, Con. 3 ; 100 acres. Native of Canada. Born in Lanark Co., 1838. P.O. address, Bolingbroke.

Greer, George, farmer and Township Councillor. Owner of Lot 17, Con. 9 ; 200 acres. Native of Ireland. Born at Sligo, 1826. Family settled in Lanark Co., 1842. P. O. address, Maberley.

McEwen, John, Sr., farmer. Owns part of Lot 6, Con. 3. Native of Canada. Born at Toronto, 1815. Family came to Lanark Co., 1816. P. O. address, Bolingbroke.

McEwen, John, Jr., farmer and stock raiser. Owns Lots 6 and 7, Con. 2 ; 400 acres. Mr. McEwen is a Canadian by birth. P. O. address, Bolingbroke.

Ritchie, John, farmer and Reeve of Township. Owner of Lot 4, Gore of South Sherbrooke ; 160 acres. Native of Canada. Born in Lanark Co., 1823. P. O. address, Althorpe.

Williamson, Robert, farmer. Owner of Lot 5, Con. 2. Native of Canada. Born, 1847. P. O. address, Bolingbroke.

Munro, John, general merchant and Postmaster, Watson's Corners. Mr. Munro is a native of New York State, but his family moved to Lanark Co. the year of his birth, 1839.

May, Miss Lizzie M., school teacher Section No. 4, Dalhousie Tp. Miss May is a Canadian by birth. P. O. address, McDonald's Corners.

Machan, David, farmer. Owns 900 acres in Dalhousie Tp. Native of Canada. Born, 1831. P. O. address, Watson's Corners.

McKerrow, James, waggon and carriage manufacturer, McDonald's Corners. Owner of Lot 12, Con. 7, Dalhousie Tp. Born in Lanark Co., 1839.

McInnes, A., farmer and Township Clerk. P. O. address, McDonald's Corners. Owner of Lot 6, Con. 7, Dalhousie Tp.; 200 acres. Mr. McInnes is a native of Scotland. Born, 1816. Settled in Lanark Co., 1821.

McIntosh, Duncan, farmer. Postmaster, Poland P.O. Owns Lot 24, Con. 1 ; 300 acres. Native of Scotland. Born, 1803. Settled in Lanark Co., 1842.

McOuat, W., farmer. Native of Scotland. Born in Renfrewshire, 1799. Settled in Lanark Co., 1842. Owns Lot 5, Con. 11. P.O. address, McDonald's Corners.

MacNicol, Donald M., farmer and mill owner, Watson's Corners. Native of Canada. Born, 1852. Owns Lot 21, Con. 1 ; 106 acres. P. O. address, Watson's Corners.

MacNicol, Duncan, farmer and mill owner. P. O. address, Watson's Corners. Owns Lot 21, Con. 2; 100 acres. Native of Canada. Born in Lanark Co., 1854.

Purdon, Robert, farmer and Township Councillor. Owns Lot 9, Con. 7 ; 250 acres. Native of Scotland. Born, 1820. Family settled in Lanark Co., 1821. P.O. address, McDonald's Corners.

Purdon, Wm., farmer. Owner of Lot 13, Con. 9 ; 500 acres. Native of England. Born, 1813. Family settled in Lanark Co., 1821. Mr. Purdon has held the offices of Reeve and Councillor. P. O. address, McDonald's Corners.

Purdon, John, farmer, owner of Lot 10, Con. 7 ; 100 acres. Native of Canada. Born in Lanark Co., 1831. P. O. address, McDonald's Corners.

Purdon, Donald, farmer, owner of Lot 14, Con. 8; 200 acres. Native of Canada. Born in Lanark Co., 1861. P. O. address, McDonald's Corners.

Park, Andrew, Sr., farmer, owner of Lot 12, Con. 3; 100 acres. Native of Scotland. Born at Glasgow, 1801. Settled in Lanark Co., 1820. P.O. address, Watson's Corners.

Reid, James, farmer, and formerly Township Treasurer. Native of Scotland. Born, 1812. Settled in Lanark Co., 1833. Owns Lot 15, Con. 2 ; 220 acres. P. O. address, Watson's Corners.

Shunks, Wm , farmer, owner of Lot 1, Con. 4 ; 100 acres Native of Scotland. Born, 1829. Family settled in Lanark Co., 1832. P. O. address, McDonald's Corners.

Skiffington, James, farmer and stock raiser. Owner of Lot 2, Con. 1; 400 acres. Native of Canada. Born in Lanark Co., 1832. P.O. address, Lanark.

Stewart, William, farmer. Owner of Lot 23, Con. 5; 200 acres, Native of Canada. Born in Lanark Co., 1842. P. O. address, Poland.

Wilson, Andrew, manufacturer of waggons, carriages, buggies, sleighs, cutters, &c., McDonald's Corners. Native of Canada. Born in Lanark Co., 1843.

Wartelsky, Samuel, general merchant and dealer in dry goods, groceries, boots and shoes, hardware, &c., Watson's Corners. Native of Poland. Born, 1844. Settled in Lanark Co., 1870.

White, Gilbert W., general merchant, and boot and shoemaker, Poland. Native of New York State. Born, 1845. Settled in Lanark Co., 1862.

TOWNSHIP OF DARLING.

Boyle, David, farmer. Owner of Lot 2, Con. 2 ; 350 acres. Mr. Boyle is a native of Scotland ; born, 1828. Formerly held the offices of School Trustee and Pathmaster. His family settled in Lanark Co. just half a century ago. P. O. address, Hopetown.

Craig, Wm., farmer and Postmaster, Brightside P. O. Owns Lot 1, Con. 2 ; 75 acres. Native of Canada. Born in Lanark Co., 1852.

Murphy, Thomas, farmer and Township Councillor. Owner of Lot 1, Con. 8 ; 200 acres. Native of Canada. Born in Lanark Co., 1825. P.O. address, Clayton.

McIlraith, James, farmer and stock raiser. Township Councillor, and formerly Pathmaster. Owner of Lot 4, Con. 4 ; 500 acres. Native of Scotland. Born, 1816. Family settled in Lanark Co. 1821. P.O. address, Tatlock.

Rintoul, Wm. J., farmer and Reeve of Township. Owner of Lot 5, Con. 6 ; 200 acres. Native of Canada. Born in Lanark Co., 1839. P.O. address, Tatlock.

Rintoul, John, farmer, Justice of the Peace, Township Collector, and formerly Pathmaster, Councillor and Reeve. Owner of Lot 4, Con. 6 ; 500 acres. Native of Scotland. Born, 1809 ; settled in Lanark Co., 1832. P.O. address, Tatlock.

Watt, Alex., farmer and Township Clerk. Owner o West ½ Lot 2, Con. 8 ; 100 acres. Mr. Watt is a native of Canada. Born in Lanark Co., 1840. P.O. address, Tatlock.

TOWNSHIP OF DRUMMOND.

Allan, Andrew, farmer. Owner of E. ½ Lot 1, Con. 7; 100 acres. Native of Canada ; born at Bayfield near Kingston, 1827. Family moved to Lanark Co., 1839. P.O. address, Balderson.

Andison, Nicholas, farmer. P. O. address, Perth. Owner of Lot 20 in the 1st Con. of Drummond; 200 acres. Native of Scotland ; born, 1805. Settled in Lanark Co., 1824.

Anderson, Henry, farmer. Owns Lots 18 and 19, Con. 1; 150 acres. Born at Roxburgh, Scotland, 1819. Family settled in Lanark Co., 1829. P.O. address, Perth.

Bresee, Moffatt F., farmer and cheese manufacturer Balderson. Owns 100 acres of land in Bastard Tp., Leeds Co., Lot 21, Con. 7. Native of Leeds Co. ; born, 1847. P.O. address, Philipsville, Leeds Co.

Bell, Christopher J., farmer and stock raiser. Owns Lots 7 and 8, Con. 2 ; 175 acres. Native of Perth, Lanark Co. ; born, 1857. P.O. address, Perth.

Burke, T. M., farmer. Owner of Lot 13, Con. 2 ; 150 acres. Native of the Province of Munster, Ireland ; born, 1808. Settled in Lanark Co., 1828. P.O. address, Perth.

Burns, John, farmer. P. O. address, Franktown. Native of Lanark Co. ; born, 1843. Owns Lot 27, Con. 1 ; 100 acres.

Campbell, D. F., farmer. Owner of Lot 4, Con. 7 ; 160 acres. Native of the Township ; born, 1833. P.O. address, Balderson.

Couch, John, farmer. Owner of W. ½ Lot 1, Con. 6; 100 acres ; valued at $4,000. Native of Carleton Co. ; born, 1828. Family removed to Lanark Co., 1830. P.O. address, Balderson.

Campbell, D. J., farmer and breeder of Berkshire pigs. Resides on E. ½ Lot 4, Con. 6. Native of Lanark Co. ; born, 1820. P.O. address, Balderson.

Cunningham, George, farmer. Owner of Lot 6, Con. 9. Native of Lanark Co.; born, 1844. P. O. address, Balderson.

Collings, Edward, farmer. Owner of W. ½ Lot 7, Con. 3 ; 100 acres. Native of Sussex, England ; born, 1803. Family settled in Lanark Co., 1817. P.O. address, Perth.

Cameron, Ewen, farmer. Owner of Lot 8, Con. 2; 150 acres. Native of Canada. Born, 1824. Settled in Lanark Co., 1851. P. O. address, Perth.

Campbell, James, farmer. Owner of East ½ Lot 4, Con. 10 ; 125 acres. Native of Lanark Co. Born, 1828. P. O. address, Lanark.

Clark, Andrew, farmer and book agent. Owns 200 acres of land, and resides on Lot 4, Con. 8. Native of Lanark Co. Born, 1819. P.O. address, Balderson.

Campbell, John, farmer. Native of Lanark Co. Born, 1841. Owner of Lot 9, Con. 9 ; 150 acres. P. O. address, Ferguson's Falls.

Campbell, P. D., farmer. Owns and resides on Lot 3 ; Con. 6 ; 133 acres. Native of Drummond. Born, 1833. P.O., Balderson.

Devlin, Hugh, farmer and manufacturer. Owns and resides on Lot 19, Con. 4 ; 227 acrces. Native of Lanark Co. Born, 1842. P. O. address, Perth.

Devlin, Charles, farmer. Owns 150 acres in Drummond Tp. Native of Lanark Co. Born, 1846. P. O. address, Tennyson.

Dowdall, Lawrence, farmer. Owner of Lot 14, Con. 5; 150 acres. Native of Bathurst Tp., Lanark Co. Born, 1823. P.O. address, Perth.

Finlayson, Robert, farmer and Township Councillor, P. O. address, Lanark. Owner of Lot 8, Con. 11 ; 100 acres. Native of Lanark Co. Born, 1849. Mr. Finlayson formerly held the office of School Trustee.

Ewart, Thomas, farmer. Owner of E. ½ of Lot 6, Con. 3 ; 100 acres. Valued at $3,000. Native of Lanarkshire, Scotland. Born, 1815. Settled in Lanark Co., Ont., 1842. P. O. address, Perth.

Frizell, Chas. H., farmer. Owner of 470 acres of land in Drummond Tp. Resides on Lot 14, Con. 2. Native of Lanark Co. Born, 1827. P.O., address, Perth.

Geddes, Rev. John, Presbyterian minister of Balderson. P.O. address, Balderson. Native of Forfarshire, Scotland. Born, 1838. Has resided in Lanark County since 1878.

Hands, Thomas, farmer, and Reeve of Drummond Tp. Owns 550 acres in the township, and resides on Lot 18, Con. 1. Also owns Lot 7, Con. 9, North Elmsley; 200 acres. P. O. address, Perth.

Hendrick, Wm., farmer, Drummond Tp. P.O. address, Lanark. Native of Scotland. Born, 1813. Settled in Lanark Co., 1831. Owns Lot 4, Con. 11; 100 acres.

Haley, Richard, farmer. Owner of Lot 6 and E. ½ Lot 5, Con. 8. Native of Lanark Co. Born, 1841. P. O. address, Balderson.

Herbert, Samuel, farmer. Owner of 300 acres of land in Drummond Tp. Resides on Lot 10, Con. 1. Native of Hull, England. Born, 1805. Family settled in Lanark Co. 1816. P.O. address, Perth.

Imeson, Charles, farmer. Owner of Lot 8, Con. 1; 100 acres. Native of England. Born. 1803. Family moved to Lanark Co., 1816. P.O. address, Perth.

James, John, farmer. Owner of Lot 9, Con. 1 ; 100 acres. Native of Lanark Co. Born, 1825. P.O. address, Perth.

Jackson, John, farmer. Owns E. ½ Lot 5, and W. ½ Lot 6, Con. 11; 200 acres. Native of Wicklow, Ireland. Born, 1826. Settled in Lanark Co. 1841. P.O. address, Lanark.

Macdonald, Henry, farmer and Township Treasurer. Owner of E. ½ Lot 11, Con. 8 ; 100 acres. Native of Scotland. Born, 1789. Mr. Macdonald, who is now 91 years of age, has resided in Lanark Co. for 64 years, being one of the first settlers. P. O. address, Perth.

Montgomery, Oswald, farmer, and Justice of the Peace. Native of Ireland. Born at Cavan, 1813. Settled in Lanark Co. 1832. Owns Lots 8 and 9, Con. 12; 200 acres. P.O. address, Lanark.

Murphy, Hugh, farmer. Native of Drummond Tp. Born, 1829. Owns E. ½ Lot 2, Con. 10 ; 100 acres. P.O. address, Balderson.

McIlquhan, James, farmer, stock raiser, Justice of the Peace, and ex-Councillor. Native of Scotland. Born, 1819. Family settled in Lanark Co., 1821. Owns 350 acres in Drummond Tp., and resides on Lot 7, Con. 11. P.O. address, Lanark.

McLaren, David, lumber merchant and owner of Lot 6, Con. 12. P. O. address. Lanark. Native of Canada. Born in Lanark Co., 1844.

McGregor, Duncan, farmer. Owner of E. ½ Lot 2, Con. 7 ; 100 acres. Native of Perthshire, Scotland. Born, 1817. Settled in Lanark Co., 1843. P. O. address, Balderson.

McIntyre, Mrs. Owner of 200 acres in Drummond Tp. Resides on Lot 2. Con. 8. Native of Drummond Tp. Born, 1825. P. O. address, Balderson.

McNee, Duncan, farmer. Owner of W. ½ Lot 2, Con. 6 ; 250 acres. Native of Scotland. Born, 1810. Family settled in Lanark Co., 1821. P.O. address, Balderson.

McGarry, Wm , farmer, and fanning mill manufacturer, Is a Justice of the Peace. Owns 200 acres of land, and resides on Lot 9, Con. 7. Native of Lanark Co. Born, 1834. P. O. address, Perth.

McLaren, Duncan, farmer. Owner of Lot 17, Con. 7; 200 acres. Native of Perthshire, Scotland. Born, 1814. Family settled in Lanark Co., 1818. P.O. address, Perth.

McNeice, John, farmer. Owner of Lot 10, Con. 9 ; 100 acres. Native of Lanark Co. Born, 1847. P. O. address, Ferguson's Falls.

McLonaghan, Wm., farmer. Owns and resides on Lot 14, Con. 3; 200 acres. Native of Lanark Co. Born, 1838. P. O. address, Perth.

McPhail, Donald, farmer and proprietor of Dexter Cheese Factory, Drummond Tp. Owner of Lot 14, and part of Lot 15, Con. 3; 250 acres. Native of Lanark Co. Born, 1822. P. O. address, Perth.

Richardson, James, farmer. Owner of Lot 7, Con. 12; 110 acres. Native of Roxburghshire, Scotland. Born, 1823. Settled in Lanark Co., 1861. P. O. address, Lanark.

Stanley, Charles, farmer. Owner of Lot 27, Con. 2; 100 acres. Also owns the W. ½ Lot 1, Con. 1, Beckwith Tp. Native of Lanark Co. Born, 1844. P. O. address, Franktown.

Stedman, Robert, farmer, stock raiser and Tp. Councillor. Owner of Lot 17, Con. 1; 400 acres, valued at $10,000. Also proprietor of Spring Valley Creamery, Elmsley Tp. Native of Lanark Co. Born, 1827. P. O. address, Perth.

Shaw, James, farmer, and ex-Deputy Reeve. Owns Lot 15, Con. 7 ; 100 acres. Native of Lanark Co. Born, 1839. P. O. address, Perth.

Stewart, John W., contractor and builder, Balderson Village. Native of Drummond Tp. Born, 1849.

Tatlock, George, farmer. Owner of Lot 19, Con. 3 ; and part of Lot 17, Con. 3; 400 acres. Native of Lanark Co. Born, 1826.

Tullis, Sinclair, farmer. P. O. address, Balderson. Owner of E. ½ Lot 4, Con. 9; 100 acres. Native of Scotland. Born, 1811. Settled in Lanark Co., 1821;

Walsh, Daniel, farmer. Owner of Lot 13, Con. 5, 150 acres. Native of Lanark Co. Born, 1847. P. O. address, Perth.

TOWNSHIP OF NORTH ELMSLEY.

Allan, Thomas, manufacturer of shingles, lath, sawn lumber, and all kinds of building material, Port Elmsley, Ont. Native of Lanark Co. Born, 1846. P.O. address, Port Elmsley.

Aimer, R. H., general blacksmith, Port Elmsley, Ont. Canadian by birth. Born, 1852. Came to Lanark Co., 1870.

Adams, Alexander, farmer. Owns Lot 17, Con. 8; 200 acres. Native of Scotland. Born, 1807. Settled in Lanark Co., 1828. P.O. address, Port Elmsley.

Arthur, John, farmer and dealer in lime. P.O. address, Perth. Owner of Lot 30, Con. 9; 190 acres. Native of Lanark Co. Born, 1845.

Bell, Eben, farmer. Owner of Lots 28, 29, and 30, Con. 7. Mr. Bell is a native of Scotland. Born, 1814, and has lived in Lanark Co. for 63 years. Has held the offices of Township Assessor and Auditor. P.O. address, Perth.

Best, Arthur, builder and Township Councillor. Born in Lanark Co., 1842. Owns S. ½ Lot 10, Con. 6; 100 acres. P.O. address, Port Elmsley.

Campbell, Duncan, bridge tender. Was Captain of Militia. Native of Scotland. Born in Perthshire, 1815. Family settled in Lanark Co.; 1817. Owns Lot 21, Con. 6; 80 acres. P.O. address, Lombardy.

Fairgrieve, J. S., woollen manufacturer, and proprietor Port Elmsley Mills. P.O. address, Port Elmsley. Mr. Fairgrieve is a native of Scotland. Born, 1836, and has resided in Lanark Co. for 23 years, during which time he has held the office of Reeve.

Harper, Robinson, farmer. Owner of Lot 4, 5th and 6th Cons. Native of England. Born, 1809. Formerly held the office of Division Court Clerk. P.O. address, Smith's Falls.

Millar, James, farmer. Owner of Lot 30, Con. 8 ; 120 acres. Native of Scotland. Born, 1815. Family settled in Lanark Co. 1817. P.O. address, Perth.

McLaren, Wm., farmer. P. O. address, Perth. Owns Lots 24, 25 and 26 in the 10th Concession ; 400 acres. Native of Scotland. Born in Perthshire, 1809. Family emigrated to Canada and settled in Lanark Co., 1816.

McPherson, Peter, farmer. Owns Lot 19, Con. 6 ; 250 acres. Native of Canada. Born in Lanark Co., 1822. P. O. address, Perth.

McKay, George, retired farmer and owner of 250 acres in North Elmsley and North Burgess Tps. Native of Lanark Co. Born, 1819. P.O. address, Perth.

McVeety, Simon, farmer. Owner of Lot 29, Con. 6. Native of Lanark Co. Born, 1843. P.O. address, Perth.

McLean, Wm. John, farmer. Owner of Lot 23, Con. 6; 400 acres. Is Township Assessor. Born in Lanark Co., 1831. P.O. address, Perth.

Oliver, George, farmer and Township Councillor. Owner of Lot 27, Con. 9; 200 acres. Born in Lanark Co., 1847. P. O. address, Perth. Mr. Oliver formerly held a position in the Inland Revenue Department at Toronto.

Spalding, John, farmer and ex-Reeve. Owns 340 acres of land in North Elmsley. Native of Lanark Co. Born 1818. P.O. address, Perth.

Smith, Robert, farmer and Reeve of North Elmsley Tp. Owns Lots 21 and 22, Con. 10; 200 acres. P. O. address, Perth.

TOWNSHIP OF LAVANT.

Browning, A., farmer and Postmaster, Lavant P.O. Formerly Township Councillor. Owns 120 acres of land, Lot 6, Con. 7. Native of Scotland. Born, 1819. Family settled in Lanark Co., 1821.

Browning, John, farmer. Native of Scotland. Born, 1815. Family settled in Lanark Co., 1821. Owns Lot 6, Con. 8; 120 acres. P.O. address, Lavant.

Cosgrove, Miss Maud M., school teacher. Native of Perth. Born, 1858. P.O. address, Lavant.

TOWNSHIP OF MONTAGUE.

Burchill, John, farmer. Owns 140 acres of land, Lot 18, Cons. A and B. Mr. Burchill is an Irishman by birth, and was born in 1806. Settled in Lanark County in 1832. P. O. address, Merrickville.

Clark, Peter, farmer and stock raiser. Owner of Lot 20, Con. 2; 175 acres. Mr. Clark, who is a Scotchman by birth, has successively filled the offices of Councillor, Deputy Reeve and Reeve of the Township, and Warden of the County. He was born in 1809, and his family settled in Lanark Co. 51 years ago. P. O. address, Montague.

Cook, Benjamin, of the firm of Cook & Thomas Miller, and propr. Shingle Factory, Village of Andrewsville. Mr. Cook, who holds the office of Deputy Reeve, is a Canadian by birth ; born in 1832. Settled in Lanark County in 1869. P. O. address, Merrickville.

Colborne, Alex., farmer. Propr. of Lot 4, Con. 7; 300 acres. A native of Ireland. Born in Wexford, 1809. Settled in Lanark Co., 1839. P.O., address, Merrickville.

Derrick, Augustus, general farmer. P. O. address, Merrickville. Mr. Derrick is owner of 260 acres in the Township. Native of Lanark Co. Born, 1847.

Davis, John B., farmer. Owner of Lot 21, Con. 2; 305 acres. Canadian by birth. Born in 1815. Family moved to Lanark Co. in 1829. P. O. address, Montague.

Empey, W. F., proprietor Drummond Centre Cheese Factory. Native of Stormont Co., Ontario. Born, 1841. Settled in Lanark Co., 1874. P.O., address, Smith's Falls.

Ferguson, James, farmer and stock raiser. Owns 400 acres in Montague Tp., resides on Lot 25, Con. 8. Is also a member of the Township Council. Born in Lanark Co. in 1835. P. O. address, Smith's Falls.

Ferguson, John, general insurance agent for Montague Township, representing the Victoria Mutual Fire Insurance Co., and the Union Mutual Life Association. Mr. Ferguson is also Clerk of the Township and a School Trustee. Born in Lanark Co., 1831. P. O. address, Smith's Falls.

Ferguson, John, farmer. Owns Lot 24, Con. 9 ; 100 acres. Scotchman by birth. Born, 1811. Settled in Lanark Co., 1834. P.O. address, Smith's Falls.

Fraser, H. A., wool carder and cloth dresser, Andrewsville. P. O., address, Merrickville. Native of Canada. Born, 1838. Settled in Lanark Co., 1875.

Garrett, Wilson, Smith's Falls. Carries on a general bakery and confectionery business. Canadian by birth. Born, 1825. Came to Lanark Co., 1859.

Jones, Peter, farmer. Owner of Lot 25, Con. 10 ; 200 acres. Native of Ireland. Born, 1809. Family settled in Lanark Co., 1819. P.O. address, Smith's Falls.

James, Henry, farmer. Owns Lot 9, Con. 1 ; 198 acres. Native of Canada. Born in Lanark Co., 1841. P.O. address, Merrickville.

Jones, William, farmer. Owns Lot 22, Con. 3; 150 acres. Mr. Jones was born in Lanark Co., 1836, and holds the office of School Trustee. P. O. address, Smith's Falls.

Knapp, John S., farmer. Owner of Lot 14, Con. 1; 250 acres. Canadian by birth. Born in Lanark Co., 1821. P.O. address, Merrickville.

Kyle, P., proprietor Malleable Iron Works, Merrickville. Native of Ireland. Born, 1840. Has resided in Lanark Co. 37 years. P. O. address, Merrickville.

Livingstone, Robert, farmer and Township Councillor. Owner of 370 acres in the township. Resides on Lot 18, Con. 3. Native of Ireland. Born, 1823. Family settled in Lanark Co., 1832. P. O. address, Montague.

Long, Matthew, farmer. Born in Lanark Co., 1844. Owns Lot 19, Con. A ; 65 acres. P. O. address, Merrickville.

Milliken, John, farmer. Owner of Lot 30, Con. 6. Native of Ireland. Born at Sligo, 1813. Family came to Lanark Co., 1831. P.O. address, Smith's Falls.

Newman, Thomas, farmer. Owner of Lot 4, Con. A ; 40 acres. Native of Devonshire, England Born, 1804. Came to Lanark, 1827. P. O. address, Merrickville.

Poole, John V., farmer and Township Councillor. Owner of Lot 12, Con. 9 ; 550 acres. Canadian by birth. Born in Lanark Co., 1834. P.O. address, Franktown.

TOWNSHIP OF PAKENHAM.

Broom, Aaron, hotel proprietor, Village of Pakenham. Native of England. Born in Devonshire, 1835. Came to Lanark County, 1874.

Burns, Robert, M.D., physician and coroner. Residence and P. O., Pakenham. Native of Canada. Born, 1838. Has resided in Lanark County since 1865.

Bayne, David, farmer, Pakenham Tp. Native of Canada. Born in Lanark County, 1841. P. O. address, Pakenham.

Boal, William, farmer. Owns Lot 7, Con. 5. Native of Canada. Born in Lanark Co., 1851. P. O. address, Cedar Hill.

Clarke, George, farmer. Native of Canada. Born in Lanark Co., 1836. One of the Township Councillors. Owns W. ½ Lot 15, Con. 11 ; 66 acres. P.O. address, Pakenham.

Historical Sketch of the County of Lanark.

GEOGRAPHICAL POSITION AND EXTENT.

Lanark, as at present constituted, forms one of the forty-two counties which, with several "provisional" counties and more remote "districts," constitute the territorial division of the Province of Ontario.

Geographically, it lies between the parallels of 44° 28′ 40″ and 45° 30′ of north latitude, and the extremes of 75° 59′ 2″ and 76° 36′ of east longitude. Within these extremes the county contains a superficial area (as per the last official census) of 1,197 square miles, within a fraction, or 766,028 acres.

The metes and bounds of Lanark may be briefly described as being: On the east, the County of Carleton; on the north, the County of Renfrew; on the west, the County of Frontenac; and southerly, a portion of the County of Leeds, the Rideau Lake, and the river of the same name. In geometrical shape or form, this county is substantially that of a square, the southern boundary being the only irregular one, and this by reason of the somewhat tortuous course of the river and shores of the lake named, as well as by the projection of the Township of North Crosby some distance beyond the line of the general border. The straight lines which form the county limits on the eastern and western sides respectively, converge somewhat in their course toward the north, thus forming a second impediment to the formation of a perfect or oblong square, and leaving two townships along the western border of a shape closely approaching a gore. The westerly of these lines runs north 16° west, and the one on the east, north 40° west; thus, if prolonged to a distance of about 100 miles beyond the northern extremity of the county, they would intercept each other.

The constituent parts of Lanark consist of one town, Perth; four incorporated villages, Almonte, Carleton Place, Lanark, and Smith's Falls; and fourteen townships, viz., Bathurst, Beckwith, Burgess (North), Dalhousie, Darling, Drummond, Elmsley (North), Lanark, Lavant, Montague, North Sherbrooke, Pakenham, Ramsay, and South Sherbrooke, each of which maintains a separate municipal government, except the Townships of North Sherbrooke and Lavant, which are attached to Dalhousie for purposes of local administration.

As may be inferred from remarks above, this county does not lay at right angles with the parallels of latitude, but the figure which it presents, when regarded with a latitudinal line as its base, resembles that of a square standing upon one corner, the northern extremity or "corner" reaching to within about three miles of the Ottawa River, where that stream sweeps past the Village of Arnprior. Notwithstanding this peculiarity of position, however, we shall, in our references to directions, etc., within the county, regard that point most remote from the River St. Lawrence (substantially parallel to which its northern and southern boundaries run) as the "north," and thus meet the practical requirements of the case, while preserving the patience and retaining the interest of the reader to a greater degree than would be otherwise possible.

With these brief remarks on the geographical location and area of the county, we pass to a short review of its

TOPOGRAPHICAL PECULIARITIES AND GEOLOGICAL CHARACTERISTICS,

which are referred to in this connected manner on account of the close, natural intimacy existing between those two features. So close, indeed, is this connection, that from a knowledge of the one can be accurately described the general characteristics of the other, by those informed in that branch of science; and to learn that the surface of a region is alternately elevated into hills and ridges, depressed into swamps, and sunk into lakes of small size and irregular shapes, is, to the practical geologist, equivalent to learning that the "Silurian" series of earth formation is the predominant ingredient of that region.

For convenience of description, as well as because of a variety in the features which characterize the geological formation of different localities, the Province of Ontario is divided by geologists into six "districts," with two of which we are concerned in this sketch of Lanark County, lying, as it does, partially in each of them. The first of these is known as the Lower Ottawa District, and embraces all that portion of Ontario lying between the St. Lawrence and Ottawa Rivers, and bounded on the west by a line extending roughly from Brockville to the vicinity of Perth, and thence to the Ottawa, a little north of the Madawaska. The second district referred to is known by the name of the Gananoque and Northern Townships District, and embraces the territory west of the area above alluded to, and finding its western limit in a line extending substantially from Gananoque on the St. Lawrence along the east shore of Lake Simcoe, to the eastern extremity of Georgian Bay in a diagonal route through the Counties of Frontenac, Addington, Hastings, Peterboro', and Haliburton, and including, as is obvious from this statement of its metes and bounds, an extensive stretch of territory.

Of Lanark County, then, about one-half is claimed by each of the above-mentioned areas, with the existing advantage of extent in favor of the "Gananoque," whose distinguishing characteristics are the prevalence of hard, crystalline rocks, which the internal forces of the earth during past ages have contorted to a considerable degree, leaving them in an upheaved position and inclined at high angles, accompanied by the topographical feature of a rough and essentially broken surface, dotted with small lakes, and studded with vast masses of gneissoid rock, standing in many places high above ground.

The crystalline strata of the district, occupying practically its whole area, consists of micaceous and hornblendic gneiss and gneissoid rocks of allied character, interstratified with subordinate beds of quartzite, crystalline limestone or dolomite, and oxidized iron ore. The beds of iron are occasionally in the condition of hematite, but consist generally of magnetic oxide. The crystalline limestones and dolomites vary in granular texture from quite fine to coarse, but the presence in them of crystallized silicates, graphite in scales and plates, and apatite in distinct crystals and crystalline masses, prevent their being used as marble; but in a few localities within this district, these foreign substances are not thus commingled with the other.

As regards that portion of Lanark County which lies within this area, however, there are few features deserving of special notice beyond what apply to it generally in connection with other portions of the district, as briefly stated above. It is, however, somewhat more favorably adapted to agricultural occupation than the general average of the territory described, but in mineral wealth it possesses nothing very special. The iron ores of Dalhousie and Lavant are referred to in the local sketches of those townships, in addition to which Burgess and Elmsley boast of exposures of apatites, and the former named township of mica in considerable quantities.

Somewhat more geological interest attaches to the south-eastern and east-central portions of the county, which lie within the "Lower Ottawa" District before mentioned. This portion of the district is more uniformly level in its surface than that part of the county formerly alluded to, and is in consequence better adapted to the pursuit of agriculture, although lakes, ridges, and swamps are not wanting throughout its area.

The most prominent geological characteristics of this region (with features of the Laurentian formation claiming secondary attention) are the prevalence of strata of the Lower Silurian orders, which exist in comparatively normal condition and position. The particular formations of which these beds of the Silurian system consist are the Potsdam, Calciferous, Chazy, Trenton, Utica, and Hudson River types; the first named assuming first importance in the portion of Lanark County under review.

The strata of this formation consist principally of sandstones and quartzose conglomerates, with a few interstratified beds of dolomitic limestone. Good exposures of this vein are found in the vicinity of Perth, and at Otty Lake in the Township of Drummond. The Calciferous formation, which consists chiefly of dolomitic and arenaceous limestone, extends along the inner or eastern edge of the Potsdam belt, and fine exposures are presented at Smith's Falls, along the Rideau, in Beckwith and in Packenham Townships, at different points.

The above named embrace the most interesting points attending the geological attributes of this section, but it should be noticed that in the vastly greater part of this area the strata of the remote Silurian period is overlaid with the Drift deposits of more recent ages, especially the superficial accumulations of the Glacial period, represented chiefly by boulder clays in some localities, gravel heaps or boulder rocks in others. The present status of geological development and the numerically limited modes of utility to which the products of this section have as yet been put, rather negative the idea of anything more than a local value for the good quality of building stone ever attaching to it by reason of its geological advantages; but with that part of the county lying within the "Gananoque" District the case is different, and the at present undetermined quantities of iron ore lying within its borders may, when developed by enterprise, and provided with a means of exit by the construction of railways and other internal improvements, prove a source of wealth and prosperity beyond the dreams of the present.

EARLY SETTLEMENT.

By this phrase, we of course refer to the original location within this territory of the race which at present occupies the soil and sways the sceptre of its destinies. At a period anterior to the first invasion of these forests by the Anglo-Saxon race, the place was undoubtedly the theatre of life, as well as of many of the tragedies incident to the savage existence of the aborigines, and notably the bloody sequels of many a hostile encounter between the Iroquois du Nord and Iroquois du Sud, who inhabited respectively the territory to the north of the St. Lawrence, including that to which this sketch alludes, and that now comprising the north-eastern portion of the State of New York, and lying to the south of the noble river named.

A feeling of intense hostility appears to have existed between these divergent bands of a common ancestry, and numerous and sanguinary were the forays of one against the other which followed as a legitimate result, and in some of which the scene was laid in the Canadian forests, with probabilities in favor of its having extended to the north of the Rideau, whose placid waters reflected the gaudy paint of the Indian warrior who shook its shores and awakened its echoes with his war whoop.

But with British occupation of the country came an altered condition of affairs. The vast areas of land were thrown open to settlement, and of the army of immigrants who subsequently marched upon the strongholds of the Upper Canadian forests, armed with the implements of agriculture, the U. E. Loyalists from the recently established United States formed the vanguard.

Settling along the entire southern frontier of Upper Canada, their success in their forest homes kindled the zeal of the British Government to plant other settlements in their inviting western colony, and resulted in the bringing to Lanark the people who first intruded upon its wild solitude in the capacity of settlers.

The manner and form of this settlement may be thus briefly described. In 1815 a proclamation was issued in England, offering a free passage, etc., to such natives of Great Britain as might be desirous of proceeding to Canada for the purpose of settling therein. As a further inducement to intending settlers, this offer was supplemented by that of free provisions not only during the voyage but also after their arrival in the colony, until such time as the land, which was also to be given gratis to each male immigrant over legal age, or those under that age when they should attain their majority, could be made to support them; and, as though to put a gloss upon administrative liberality, the adventurers were provided, at Government expense, with a cash bonus of £10 stg. as a loan. Then to each group of four families was given a grindstone, a cross-cut, and a whip-saw, while each family received an adze, handsaw, drawing-knife, one shell augur, two gimlets, door-lock and hinges, scythe and snath, reaping-hook, two hoes, hay fork, skillet camp kettle, and a blanket for each of its members.

When the first of these parties arrived in Canada, in the early autumn of 1815, they found that no preparation had been made for their reception by the colonial authorities; they were therefore compelled to remain in temporary quarters in Brockville until the following summer. Meanwhile, surveyors were brought into hasty requisition to survey a location for them, as no lands had at that time been laid out in anticipation of future immigration. The effect of this delay was to drive many of the party, who came chiefly from the Scottish Highlands, across the American border—where their wants were eagerly catered to—and of almost destroying the patience of those who remained to assume possession of the promised land.

The first act of the party (or rather of a representative number of them), looking toward the ultimate subjugation of the forest, was the felling of a gigantic elm tree on the occasion of a prospecting expedition, late in the fall of 1815, to the site of the present town of Perth; the tree mentioned having stood on the right bank of the Tay, near the south end of the bridge on the main street of the town as it at present stands.

After much waiting, however, those hardy Highlanders were rewarded by the completion of the surveys and the readiness of the lots to receive settlers. The most notable incidents attending their first advent into the woods will be noticed in our local sketch of the several townships hereabouts, therefore it were superfluous to recite them here; but it might be remarked that the complaints of bad agency and wanton disregard of the settlers' convenience by those in charge, were unanimous, bitter, and well founded.

In June of the same year (1816) the "Military Colony of Perth," which had been formed chiefly of British Regulars whose terms of service had expired in Canada, and those who had been members of Canadian corps engaged in the then recent war with the United States, arrived in the locality and were assigned locations chiefly in the Townships of Bathurst and Drummond. In regard to those settlers we quote from an account written by Alexander Gourley, who visited the place, in common with other new settlements, in 1817, with a view to ascertaining the exact status of the new settlers, and published the result of his investigations. After noting that nearly one thousand of these soldiers were at that time settled in this vicinity, he continues: "Some of them were doing well, but many were very unpromising as settlers, and did indeed only remain until the term of receiving rations expired, or they acquired the right to sell the land given them. . . . . At the first settlement of Upper Canada it was not uncommon for soldiers to sell their two hundred acre lots of land for a bottle of rum."

In 1820 the County of Lanark received considerable accessions to her population in the form of the "Lesmahago" and "Transatlantic" Societies of Scotch immigrants, who settled in Dalhousie Township; and within the space of very few years thereafter the settlement of the entire county, with the exception of the northern tier of townships, became quite general. As this brings us to a period where the history of the early settlement may be said to terminate, and the record of development and progress up the scale of material existence to have commenced, we leave more definite mention of the respective municipalities to a more fitting time.

We should add, however, that nearly a score of years before the settlement of the pioneers herein mentioned, viz., in the year 1798, one solitary pioneer located in Montague, just across the Rideau from Merrickville, that pioneer being William Merrick, of whom mention will be found in our sketch of Montague; but as this location was in no manner connected with the general settlement of the county, we have not accorded it a prominent place in that immediate connection.

Following closely upon the heels of actual settlement in the County of Lanark, came the combined obligation and privilege of selecting

PARLIAMENTARY REPRESENTATIVES;

But as the present metes and bounds of both the county and the representative districts therein are radically different from those which originally prevailed in connection with its parliamentary interests, a brief digression from the regular channel of our theme is warranted, that the "true inwardness" of its past territorial connections may be more lucidly explained and understood.

In the original surveys of Upper Canada, made in the last decade of the eighteenth century, but one tier of counties was laid out along the southern border; and when the necessities attending an increasing population suggested the location of counties remote from the frontier, their limits were in many cases but vaguely described. Thus, the first special reference to the territory now embracing the County of Lanark which we see in a Canadian statute, is in the Act 38, George III., cap. 5 (2nd Parliament), by which the County of Carleton was erected and described as the "Township of Nepean, with a tract "of land hereinafter to be laid out into Townships between Nepean and "a line drawn north 16° west from the N.W. angle of the Township of "Crosby, until it intersects the Ottawa River." Subsequently, by the Act 2 George IV., sec. 3, it is provided that, the "Townships of "Goulburn, Beckwith, Drummond, Bathurst, March, Huntley, Ram-"say, Lanark, Dalhousie, North Sherbrooke, and South Sherbrooke, "together with such other townships as may be surveyed by the direction "of the Governor, within the limits of the said County of Carleton, "shall constitute and remain the said County of Carleton;" and by the fourth section of the same Act, provision was made for the Governor, by proclamation, to erect this county into a judicial district, so soon as he should deem proper, and under whatsoever name he should select.

Accordingly, on the 15th Nov. 1822, such proclamation was duly issued, setting it aside as a separate district, under the name of the "Bathurst District," of which the 4th George IV., cap. 2, passed January 2nd, 1823, specified Perth as the Judicial seat.

These territorial limits continued to girdle the Bathurst District till 1842, when the present County of Carleton was set off therefrom under the name of Dalhousie District, and two years later the Townships of Montague, North Elmsley, and North Burgess were detached from Leeds County and appended to the Bathurst District, in which condition, as regards territorial extent, it remained till the abolition of the district form of government in Upper Canada, in pursuance of the terms of the "Municipal Institutions Act" of 1849, which divided the Bathurst District into the two counties of Lanark and Renfrew.

Owing to the lapse of at least threescore years since the inception of Parliamentary elections in the old Bathurst District, we have experienced much difficulty in obtaining an accurate list of its representatives, not only by reason of the defective memories of the "oldest inhabitants," but also because there are gaps in the Parliamentary records in the library at Ottawa, such as can be filled only by conjecture based on the opinions of those who, from their residence here and interest in the public affairs of the county during those periods, are most likely to possess accurate recollections of the events then taking place in the world of local politics.

It would appear, then, that the first Parliamentary election occurring here, in which the people of the present county participated, was that of 1820, for the Eighth Parliament of Upper Canada.

On this occasion Alexander (afterwards Hon. Mr.) Morris, a merchant of Perth, was elected, but we have not the name of his opponent. Mr. Morris was at once thereafter taken into the Executive Council, where he retained his seat for many years, having meanwhile been re-elected for this constituency at the next ensuing general election, which occurred in 1825.

Again, at the election to the Tenth Parliament, which occurred in 1829 or early in 1830, Mr. Morris was elected for this county and District; but as the population now warranted a second representative, Donald Fraser, an ex-army officer, and one of the pioneers of the county, was elected as colleague to Mr. Morris. This Parliament was short-lived, however, and expired with the death of George IV., the then sovereign in 1830.

At the succeeding election, held in the year 1830, the same gentlemen were again returned for this District, and participated in the exciting scenes attending the expulsion from Parliament of William Lyon Mackenzie during the session of 1831, on the resolution sanctioning which, Mr. Morris voted "aye" and Mr. Fraser "nay." To this statement, and the one above to the effect that this gentleman was during those years a member of the Executive Council, it seems scarce necessary to add that he was also a devotee of and prominent figure in the notorious "Family Compact," which latter fact is a sufficient commentary upon his political complexion.

Owing to the high temperature of the political system about this period, matters assumed a critical aspect in the eyes of the beforementioned "Compact," who persisted in remaining glued into their seats on the Treasury benches, notwithstanding the country had more than once declared against them; and a result of their tactics was an occasional dissolution of the House, when the exigencies of the party holding the purse appeared to demand such a departure from the principles of responsible government. Accordingly this Parliament was dissolved, and the Twelfth Parliament was elected in 1834, when Mr. Morris again succeeded in securing a seat for Lanark County, this time with Col. Josiah Taylor (a half-pay army officer) as a colleague.

In this Parliament the Reform party largely predominated, and elected the celebrated Marshall Spring Bidwell to the Speaker's chair; but its dissolution was suggested by the want of a majority to support the "Compact," and became an accomplished fact in 1836, before it had lived out half its days.

The next contest in Lanark resulted in the election of Malcolm Cameron; afterwards so famous in Canadian politics, and Col. Powell, who had been Major and Bvt. Lt.-Col. in the 99th Regiment, which he commanded for a period before its disbandment at Quebec. He was the first Sheriff of Lanark, which office he held at the time of his election to the Assembly, but the law at that time was no barrier to the concurrent enjoyment of these two offices. Col. Powell was the father of the present Sheriff of Carleton, and after a long tenure of official life here, he died in his native town of Sligo, Ireland.

The prominent nature of Mr. Cameron's position in the public affairs of the country during the forty years now recently closed, demand a somewhat more than passing notice of him and his achievements in this connection. Born at Three Rivers, Prov. Quebec, in 1808, he was the son of Angus Cameron, of Scotch nativity, who removed from Three Rivers to Perth during the earlier days of its settlement, while the subject of this reference was in the first decade of his life. Here Mr. Cameron grew to manhood, and engaged in mercantile trade. He commenced his parliamentary career by successfully contesting Lanark County, as above recited, in 1836, for the U. C. Assembly. He continued to represent this county until the general election of 1848, when he successfully opposed the Hon. John Hillyard Cameron in Kent, then comprising Essex and Lambton, as well as Kent County (proper). In 1851 he was elected for Huron (then including also Perth and Bruce Counties); was defeated at Lambton at the election of 1854, but succeeded in securing his election in that county the next general election, in 1858.

Meantime Mr. Cameron had removed to Sarnia and become the leading business man of that town, as well as a leader in all matters of public concern in that part of the Province. In 1860 he resigned his seat in the Assembly for Lambton, to contest the St. Clair Division for the Legislative Council, then newly established on the elective system. Securing his election to a seat in that body, he resigned his place in 1863, to accept the office of Queen's Printer. Subsequently he was an unsuccessful candidate for a seat in the Commons in South Renfrew in 1869, and for a like dignity in Russell in 1872; but at the general election of 1874 he defeated the Hon. T. N. Gibbs, for the Commons, in South Ontario, during his incumbency of which position he closed his long and useful life.

Mr. Cameron was a life-long and earnest advocate of the temperance cause, in which connection he filled the position of Chief of the Social Circle, G.W.P. of the Sons of Temperance, G.W.C.T. of the I.O.G.T., Vice-President of the Ontario League, and President of the Ontario and Quebec League.

He refused the appointment of Inspector-General in 1841, but creditably filled the office of Inspector of Revenue during the Administration of Sir Charles Bagot. He was a member of the Executive Council from March, 1848, to February, 1850, in the Baldwin-Lafontaine Administration, and from October, 1851, to September, 1854, held positions in the Hincks-Morin Administration as Assistant Commissioner of Public Works, President of the Executive Council, Minister of Agriculture, Postmaster-General, Member of the Board of Railway Commissioners, and Government Director of the Grand Trunk Railway, then in process of construction. Besides participating very prominently in the negotiation of the Reciprocity Treaty with the United States in 1854, he officiated, in 1862-3, as the delegate from British Columbia to the Home Government to secure self-government for that colony, a mission which he so ably and successfully concluded, that an address from members of both Houses of the Canadian Parliament was presented to the Secretary of State for the Colonies, praying that he be appointed Governor of the Province whose autonomy he had secured.

In politics, Mr. Cameron was an advanced, fearless, and outspoken Liberal, who strongly opposed the constitutional aggressions of Sir Francis Bond Head in 1836, and of Lord Metcalfe in 1843, while he was active in his support of Lord Sydenham in carrying out the Union of the Provinces in 1841, and no less rigidly opposed the scheme then being agitated for the confederation of the Empire. The project of Canadian Independence received his advocacy, not that he believed in an immediate consummation of such an end, but that the proper moment was only a question of time.

Among the reforms which Mr. Cameron was prominently instrumental in passing through Parliament were the Canadian canal system, the Homestead Exemption Law, the abolition of imprisonment for debt, the right of married women to hold real estate, the Municipal Institutions Act, the secularization of the Clergy Reserves, the Government Railways measures, and the Ballot Act; and it is a safe assertion that of the men whose hands and minds have helped to shape the destinies of this young country, but few have proved themselves as able statesmen, and none more genuine patriots or truer and more consistent Reformers.

Returning, after this digression, to a consideration of the Parliamentary succession in Lanark, we find that the events recited bring us down to the end of the Thirteenth Parliament, which expired with the birth of the "Province of Canada," in 1841, comprising the United Provinces of Upper and Lower Canada. Before proceeding, however, it might not be out of place to note the names of some of the unsuccessful candidates for parliamentary honors during the period thus briefly sketched. Among these we find Benjamin De Lisle, a Perth merchant; Dr. Thom, mentioned in our local sketch of Perth; Dr. George Hume Reade, an ex-army surgeon, and at one time Clerk of the Peace in Perth; Col. McMillan, a retired officer; Col. Alex. Fraser, formerly of the 49th Regiment; and Thomas Brooke, present County Clerk, to whom we refer in our Municipal History.

Subsequent to the Legislative Union, the first general election occurred in 1841, when Hon. Malcolm Cameron defeated Col. Powell, then Sheriff; and it should be here remarked, that with the union mentioned Lanark's representation was reduced from two members to one, notwithstanding the County of Renfrew was also included within this parliamentary constituency, from the time of its erection up to 1854.

The First Parliament was dissolved in September, 1844, however, and in the general election which followed the same year, Mr. Cameron was returned against Col. Alexander Fraser above mentioned; but this election was voided, as no polls had been held in the Townships of Bromley and Edmonston, and in the contest which followed in the succeeding year Mr. Cameron was again returned, this time in opposition to Thomas Brooke, named above.

The Second Parliament was also dissolved before its lease of existence had expired, and the new elections came on in June, 1848. Mr. Cameron had now withdrawn from the field in Lanark, and "gone west," in anticipation of the sensible advice of a celebrated American journalist, and the candidates who now presented themselves were Thomas Radenhurst, Daniel McMartin, and Robert Bell; the two former of whom were lawyers of Perth, and the latter a merchant of Carleton Place. Mr. McMartin ran in the Conservative and the other two in the Liberal interest, Mr. Bell securing the seat.

This Parliament closed its last session in August, 1851, at Toronto, whither it had removed from Montreal on the burning of the Parliament Buildings in that city by a mob of rioters, in 1848. In 1852 the elections to the Fourth Parliament were held, when Thomas Radenhurst was the Liberal nominee in Lanark, but was successfully opposed by Mr. (afterwards Hon. and late Senator) James Shaw, merchant, of Smith's Falls.

Following the census of 1851 (but not in time for the elections of 1852) a redistribution of seats was made, by which Renfrew was detached from Lanark, and the latter county was divided into two electoral divisions, and named respectively the North and South Ridings. The Fourth Parliament had assembled at Quebec, August 16th, 1852, and elected Sandfield Macdonald, Speaker; but at the Session of 1854 a deadlock occurred owing to the nearly equal division of the political parties in the House, and Parliament was dissolved June 21st of that year without having passed a single Act.

The elections for representatives to the Fifth Parliament were held the following month, July, and the contest in North Lanark lay between Robert Bell, of Carleton Place, W. O. Buell, a barrister of Perth, both Liberals, and Col. A. W. Playfair, Conservative, of Bathurst, of whom Mr. Bell was the successful candidate. In the South Riding Mr. Shaw defeated Hon. Malcolm Cameron.

During the latter part of the year 1857, elections to the Sixth Parliament of United Canada were held, and in North Lanark resulted in the return of Robert Bell by acclamation; while in the South the contest assumed a triangular shape, the candidates being Col. Playfair, Hon. James Shaw, and John Doran, the two first named of whom were Conservatives, and the latter a Roman Catholic "Baldwin Reformer." The successful of these candidates was Col. Playfair.

It was during this Parliament that the Government of the day was defeated on a vote expressing the regret of the House that "Her Majesty had been advised to select Ottawa as the capital of the country," and the Brown-Drummond Ministry, which succeeded to the command of the Ship of State, were themselves outvoted and compelled to resign after a two days' tenure of office. Thereupon the Cartier-Macdonald Cabinet was formed, who, by the perpetration of the notorious "double shuffle," technically avoided the necessity of seeking the re-approval of their constituents, and tided through the balance of the Parliament with a narrow and precarious majority, till its expiration in 1861.

In the year last named the Seventh Parliament was elected, and of the representatives then chosen Robert Bell was returned for North Lanark by acclamation for the second time. In the South Riding the seat was contested between John Doran, mentioned as a candidate in the last preceding contest, and Mr. (now Hon.) Alexander Morris, resulting in favor of the latter named gentleman. Mr. Doran was a merchant and general trader of Perth, and has now been for some years Stipendiary Magistrate of the Nipissing District.

This Parliament assembled at Quebec in 1862, and in May of that session the government was defeated on its Militia Bill, whereupon the Macdonald-Sicotte (Reform) Cabinet was formed, which was in turn defeated the following session, and the Seventh Parliament was at once dissolved.

In 1863, the Eighth and last Parliament of United Canada was elected; when Mr. Bell defeated William McNairn Shaw, a Perth barrister and Baldwin Reformer, in North Lanark, while in the South, Mr. Morris was again elected, this time over Donald Fraser, a Perth barrister. During this Parliament, Mr. (now Hon.) Wm. McDougall was taken into the Tachè-Macdonald (Coalition) Government, and being defeated in North Ontario by Hon. Malcolm Cameron, Mr. Bell resigned his seat in North Lanark, to make room for him there; and at the special election following, Mr. McDougall was elected over Bennett Rosamond.

The Act providing for the popular election of a Legislative Council took effect in 1860, and for the Bathurst Division (consisting of N. & S. Lanark and N. Leeds) Hon. James Shaw was successful against Robert Bell, who resigned his seat in the House to contest this higher dignity, but was again returned to the House by acclamation to fill the seat he had vacated. The term for which Mr. Shaw was then elected was 8 years, but on the abolition of the Legislative Council in 1867, by the advent of Confederation, he was appointed to the Senate, and held a seat in that body till the time of his death, which occurred at Smith's Falls in 1878.

Another of the great political changes wrought by the Act establishing Confederation, was the provision for a Local Chamber in each of the Provinces; but we will first pursue the course of the succession in the Commons since that political epoch.

The first general election under the new order of affairs was held in 1867, but no contest marked the event in either of the Lanarks. In the North, Hon. Wm. McDougall was returned by acclamation, while a like honor was conferred upon Alex. Morris in the South. Mr. McDougall was at that time Minister of Public Works. In 1869 Mr. Morris became Minister of Internal Revenue, and was again elected by acclamation on returning to his constituents.

This, the First Parliament of the Dominion, was allowed to die a natural death, and in the next general election, in 1872, Daniel Galbraith was elected for North Lanark, in opposition to Hon. Wm. McDougall and Bennett Rosamond. Mr. Galbraith was a farmer of Ramsay Township, whose connection with public affairs in the county had been very intimate for many years, he having served many terms as Reeve of Ramsay, and occupied the Warden's chair during six years.

In the South Riding the same year, John G. Haggert, a mill-owner of Perth, and a Conservative, was elected over James Bell, the present Registrar of South Lanark. Meantime Mr. Morris had retired from active politics and accepted the Chief Justiceship of Manitoba, whence he returned some few years since and assumed the leadership of the Ontario Opposition, sitting in the Local House as member for East Toronto.

It is still fresh in the minds of Canadians how the "Pacific Scandal" developments of 1873 compelled the resignation of the Macdonald-Cartier Government, and the House being dissolved soon after by the Mackenzie Cabinet, another general election took place, January 29th, 1874. In North Lanark on this occasion Mr. Galbraith was re-elected by acclamation, while in the South Mr. Haggert was again returned, this time in opposition to James H. Gould, a miller and manufacturer of Smith's Falls, who had served several terms as Warden of the county.

At the last general election to the Commons, which occurred September 17th, 1878, Mr. Galbraith was for a third time elected for the North Riding, his opponent on this occasion having been Joseph Jamieson, a barrister of Almonte, who had participated prominently in municipal politics for several years. During the last session of Parliament, however, Mr. Galbraith was summoned from his legislative duties in Ottawa to the reward which, in another world, awaits those whose acts are an embodiment of Wolsey's advice to Cromwell: "Let all the ends thou aim'st at be thy country's, thy God's, and truth's."

To fill the vacancy thus created a special election was held in this constituency in February, 1880, which resulted in the return of D. J. McDonell, an Almonte barrister and a Liberal, who defeated Joseph Jamieson by a majority of 98.

The election of 17th September, 1878, in South Lanark, resulted in the return of Mr. Haggert for a third time, his opponent on this occasion being Francis T. Frost, an extensive manufacturer of agricultural implements at Smith's Falls, who had been many years prominent in local affairs, and is now Warden of Lanark County. Mr. Frost ran in the Liberal interest.

Reverting again to the date 1867, we find that an election to the Ontario Legislature was for the first time held in that year. Lanark was similarly divided for the purposes of election to this House as for the Commons.

In North Lanark on that occasion Daniel Galbraith was ushered into his parliamentary career by being elected to the Legislature by acclamation. There was, however, a sharp contest in the South between Wm. McNairn Shaw, barrister, of Perth, and Abram Code, a woollen manufacturer, then of Innisville, and many years Reeve of Drummond Township. Both were Conservatives. Mr. Shaw secured the seat, but died during his incumbency; and at the special election which followed in 1869, Abram Code was elected over John G. Haggert, Conservative, and John Doran, Liberal.

On the expiration of the first Legislature in 1871, new elections were held, and among the representatives chosen were Daniel Galbraith by acclamation, for North Lanark; and in the South Riding Mr. Code was again elected, this time defeating John G. Haggert and Hon. Malcolm Cameron.

A vacancy occurred in the North Riding in 1872, by the resignation of Mr. Galbraith to contest the seat in the Commons, as before chronicled, and at the special election which ensued, Wm. C. Caldwell, Liberal, a lumber merchant, defeated Bennett Rosamond.

In 1875 the Mowat Government again appealed to the country, and the Lanark representatives then elected were: Wm. Mostyn, M.D. of Almonte, Conservative, who defeated Mr. Caldwell for the North Riding; and Abram Code, Conservative, who was opposed by Wm. Doran, a lumberman of Perth, in the South.

The last general election which occurred in this county was that held to elect representatives to the Legislature, on June 5th, 1879. The candidates in North Lanark were Wm. C. Caldwell and Dr. Mostyn, the former of whom was successful. The contest in the South Riding was quadrangular, the candidates being William Lees, who

was returned; Edward Elliott, barrister, and present Mayor of Perth; Thomas Brooke, County Clerk; and George Code, woollen manufacturer, of Innisville.

There is slight necessity for any addition to even so brief and incomplete a sketch of Lanark's representatives as the above, to convince those who have watched the course of Canadian politics, and the men who have directed that course during the last half century, that from this county came some of the most able and advanced statesmen of their time, to whose conception and support were due, in many instances, reforms which have redounded to the inestimable benefit of the country; while in reference to the *personnel* of this county's representatives generally, it may be truthfully stated that to no county in the Province is to be attributed the credit of having, during the period reviewed, sent to the halls of legislation a class of representatives in whom the prime essentials of good legislators, viz., integrity and intellect, were more prominently or more equally developed.

MUNICIPAL HISTORY.

By this phrase we do not refer to the various Acts passed by successive Parliaments during the earlier stages of our political history, when the internal government of the country was centralized in the hands of an oligarchy, and its laws administered, in many cases, by judges and magistrates who had assisted in their framing. The history of municipal institutions in Canada partakes by no means of an ancient character, for it was not until 1842 that the petty despots to whom had been delegated the power to "rule or ruin" the internal affairs of this Province were shorn of that privilege, and it was transferred direct to the hands of the people, with whom the incentive to "ruin" was reduced to a minimum.

The First Parliament of United Canada, at its first session in 1841, passed an Act to "provide for the better internal government of that "portion of this Province which formerly constituted the Province of "Upper Canada, by the establishment of local or municipal authorities "therein;" and by the authority of this Act (which recognized the Bathurst District—long previously created as a judicial district—to consist of the Counties of Lanark, Renfrew, and that portion of Carleton County lying to the west of the Rideau River), the first Municipal Council assembled at the temporary Court House in Perth, on Tuesday, Feb. 8th, 1880.

It should be here explained that the Dalhousie District, comprising the present County of Carleton, had not yet been "proclaimed," consequently the District Councillors from that county met at Perth as part of the Bathurst Council; but on the proclamation of the Governor a few months subsequently, by which the Dalhousie District was formally erected, they withdrew from the Bathurst Council and formed one for the new district, meeting for that purpose at Bytown, 9th August of the same year.

By the terms of the statute mentioned also, the Warden of each of the Districts was appointed by the Crown; the dignity of that position for the Bathurst District having been conferred upon Alex. McMillen, Esq.

The names of the representatives from the different townships of the District who assembled on that occasion were as follows:—Joshua Adams and Alex. Montgomery, Bathurst; Robt. Bell and Robt. Davis, Beckwith; John Robertson, Dalhousie; Sutton Frizell and Thomas McCaffrey, Drummond; John Neil, Fitzroy; William Mackie and Robert Grant, Goulburn; Henry Airth, Horton; Robert Johnston, Huntley; James McLaren and James Hanna, Lanark; Hamnet Pinhey, March; James Morris, McNab; John Warnock, North Sherbrooke; Geo. W. Baker and John Thompson, Nepean; Andrew Dickson, Pakenham; Arthur Lang and James Robertson, Sr., Ramsay; Ephraim Olmstead, Ross; John Bucham, Torbolton; John Buchanan, Westmeath. James Jardine, Pembroke, absent.

Robert Moffatt was appointed Clerk *pro tem*. The selection of a permanent Clerk in those days of governmental crudity was vastly different in manner and form from the summary process which now obtains, for then the official named could take his place only after making his way through formidable meshes of "red tape." The process was as below described. The Council voted upon the names of any number of candidates who saw fit to present themselves. Each Councillor could vote for three of these candidates, or a less number if he so desired, and the names of the three having the highest number of votes were forwarded to the Governor, who made a selection from among them—the one so selected receiving the appointment.

The candidates for this post in 1842 were Robert Moffatt, of Perth, who received 23 votes from the Council; W. R. T. Berford, of Perth, 16 votes; James Young, of Bathurst, 16 votes, and Wm. Fraser, of Perth, 9 votes. The three names first mentioned were forwarded to the Governor, who selected Mr. Moffatt to fill the position.

We present herewith the list of the different representatives in the Council from the date named forward, first remarking, however, that the Townships of North Elmsley, North Burgess and Montague, had now been attached to the Bathurst District.

1843.—Messrs. Adams and Montgomery, Bathurst; Bell and Davis, Beckwith; McLaren and Hanna, Lanark; McCaffrey and McMartin, Drummond; Robertson, Dalhousie; McTavish, Elmsley; Dickson, Pakenham; Lang and Robertson, Ramsay; Jones and Blair, Montague; Smith, North Sherbrooke, elected in place of Warnock, deceased; Craig, McNab; Airth, Horton; McKay, Pembroke; Buchanan, Westmeath; and Elliott, whose constituency is not mentioned.

1844.—At the first meeting this year there were present Messrs. Bell, Cairns, Davis, Robertson (Ramsay), Robertson (Dalhousie), Airth, McCaffrey, McMartin, Thompson, Hanna, McLaren, Blair, Dickson, Lang, Gilmour and Adams (Westmeath). The Warden read his resignation, which had been accepted by the Governor-General. Mr. Robert Bell was elected chairman. Subsequently, Joshua Adams was elected to that position. In the minutes of this session appear the names of Messrs. Allen and Jones, in addition to those recited.

There was no meeting of the District Council during 1845, in consequence of a legal quibble raised by Mr. McMartin, Councillor from Drummond, in regard to the admission of the three Townships of Elmsley, Burgess, and Montague.

The Council for 1846 was thus composed: Messrs. Bell and Davis, Beckwith; Adams, Bathurst; Currie, Dalhousie; Douglass and Brooke, Drummond; McDougall, Horton; Hanna and Gemmill, Lanark; McAdam, Pakenham; Wallace and Dunlop, Ramsay; Gilmour, North Sherbrooke, McCrae, Bagot and Blythfield; Knapp and Loucks, Montague. Only these attended the first meeting.

1847.—Messrs. T. Costello, Adamston; M. Murphy, Bromley; J. Adams and Col. Playfair, Bathurst; Gerrard McCrae, Bagot and Blythefield; Robert Davis and Robert Bell, Beckwith; Thos. Cairns, Burgess; John Currie, Dalhousie and Lavant; John McLaren, Jr., Darling; Thomas Brooke and — Douglass, Drummond; W. P. Loucks, Elmsley; Hanna and Gemmill, Lanark; Knapp and McCrae, Montague; John Paris, McNab; William McAdam, Pakenham; D. C. Dunlop, Pembroke; Wallace and Dunlop, Ramsay; E. Olmstead, Ross; Murdoch McDonnell, North Sherbrooke; Roderick E. Matheson, South Sherbrooke; John McDougall, Horton; John Innes, Stafford; John Poupore, Westmeath.

In the meantime Daniel McMartin had received the appointment of Warden, but in 1847 the Act providing for the election of the Warden by the Council took effect, and Robert Bell was elevated to that post of honor.

1848.—Warden, Robert Bell, re-elected by acclamation. Council present at first meeting: Messrs. Costello, McCrae (Bagot), Playfair, Adams, Davis, Murphy, Cairns, Blair, McLaren, Douglass, Brooke, Loucks, McDougall, Knapp, McCrae (Montague), Paris, McAdam, Wallace, Dunlop (Pembroke), Dunlop (Ramsay), Matheson, Olmstead, McDonald, and Hall.

1849.—Warden, Joshua Adams, Councillor for Bathurst. Council: Messrs. T. Costello, Adamston; Gerrard McCrae, Bagot; A. W. Playfair and the Warden, Bathurst; Michael Murphy, Bromley; Robert Bell and Robert Davis, Beckwith; John Doran, Jr., Burgess; George Blair, Dalhousie and Lavant; John McLaren, Jr., Darling; Sutton Frizell, Robert Douglass, Drummond; Alex. Fraser, Elmsley; John Hall and Geo. Tennant, Lanark; R. A. Knapp, and Geo. Gilhully, Montague; Alex. McDonnell, McNab; Young Scott, Pakenham; Alex. Moffatt, Pembroke; Daniel Galbraith and John Robertson, Ramsay; E. Olmstead, Ross; M. McDonnell, North Sherbrooke; R. E. Matheson, South Sherbrooke; John Poupore, Westmeath; John McDougall, Horton.

By the operation of the "Municipal Institutions Act," passed in 1849, the system of internal government by "Districts" was swept away and county government introduced in its stead. Under this statute also, the counties of Lanark and Renfrew were united for municipal purposes, or, more accurately, the union before existing between them as portions of the Bathurst District was not at once broken, though provision was made for the withdrawal of Renfrew when she should so elect, upon complying with certain conditions not necessary to be here enumerated. The representation of the Lanark townships in the County Council was also somewhat altered from the plan previously existing; as under the new system South Sherbrooke was united to Bathurst, because it had not sufficient population to entitle it to a representative in the County Council; and for similar reasons Darling was attached to Lanark, [illegible] Sherbrooke to Dalhousie and Lavant.

The first County Council [illegible] unties of Lanark and Renfrew" assembled in 18[illegible] named gentlemen represented the different co[illegible] County:—Josiah Richey, Bathurst and South S[illegible]ll, Beckwith; Jno. Doran, Jr., Burgess; John Kay, [illegible] North Sherbrooke and Lavant; Murdoch McDonnell [illegible]wdell, Drummond; James Shaw, Sr., Elmsley; Andrew [illegible] Lanark and Darling; R. E. Matheson, Montague; Wm. McAdam, Pakenham; and John Robertson, Ramsay. Robert Bell was elected Warden.

1851.—The changes were: John Bateson, Dalhousie, North Sherbrooke, and Lavant; Thos. McCaffrey, Drummond; J. W. Anderson and Andrew Stephenson, Lanark and Darling; R. E. Matheson and Jas. Gilhully, Montague; and Murdoch McDonnell, Perth. The latter named gentleman was elected Warden.

It should be observed that where two names are mentioned as representatives from one township, the first is that of the Reeve, and the other that of the Deputy Reeve.

1852.—Warden, Joshua Adams, Reeve of Bathurst and South Sherbrooke. Council: Bathurst and S. Sherbrooke, the Warden and John Motherwell; Beckwith, James Burrows; Burgess, John Doran, Jr.; Dalhousie, North Sherbrooke, and Lavant, David Brownlee; Drummond, Sutton Frizell; Elmsley, Jas. Shaw, Sr.; Lanark and Darling, Alex. Stewart and Andrew Stephenson; Montague, R. E. Matheson and James Gilhully; Pakenham, William McAdam; Ramsay, Gravell Toshack; Perth, W. O. Buell.

1853.—Warden, Jas. Morris, Reeve of McNab Township, Renfrew County. Council: Bathurst and South Sherbrooke, Richard Bennett and Stephen Ferguson; Beckwith, James Burrows; Burgess, Michael Stanley; Dalhousie, North Sherbrooke, and Lavant, David Brownlee; Drummond, James Ennis, Jr.; Elmsley, Alex. Fraser; Lanark and Darling, Alex. Stewart and J. W. Anderson; Montague, R. A. Knapp and Peter Maitland; Pakenham, Young Scott, who resigned, and was succeeded by Wm. McAdam; Ramsay, Jno. Scott; Perth, Jno. Doran.

1854.—Warden, John Doran, Reeve of Perth. Council: Bathurst and S. Sherbrooke, John Motherwell and John Noonan, Sr.; Beckwith, Jas. Burrows; Burgess, Dalhousie, N. Sherbrooke, Lavant, Drummond, and Elmsley, same as last year; Lanark and Darling, J. W. Anderson and John Caldwell; Montague, James Gilhully and Peter Maitland; Pakenham, Young Scott; Ramsay, John Scott; Perth, the Warden and J. G. Hall; Smith's Falls, J. F. Beckwith.

1855.—Warden, R. E. Matheson, Reeve of Perth. Council: Bathurst and S. Sherbrooke, J. Motherwell and A. W. Playfair; Beckwith, John Conboy; Burgess, M. Stanley; Dalhousie, N. Sherbrooke, and Lavant, Jas. Smith; Drummond, S. Frizell and John Robertson; Elmsley, Alex. Frazer; Lanark, James Hanna; Montague, James Gilhully; Pakenham, Wm. McAdam; Ramsay, Gravell Toshack; Darling, John Rintoul; Perth, the Warden and Richard Shaw; Smith's Falls, J. F. Beckwith.

1856.—Warden, Alex. Moffatt, Reeve of Pembroke, Renfrew Co. Council: Bathurst and S. Sherbrooke, James Noonan and Jas. Young; Beckwith, J. McArthur; Burgess, Edward Byrne; Dalhousie, N. Sherbrooke, and Lavant, John Donald; Drummond, Hugh McIntyre and Wm. Doran; Elmsley, Alex. Fraser; Lanark, Thos. Tennant; Montague, James Gilhully; Pakenham, Wm. McAdam; Ramsay, John Scott and Daniel Galbraith; Darling, Peter Guthrie; Perth and Smith's Falls, same as last year.

1857.—Warden, Alex. Moffatt, re-elected. Council: Bathurst, S. Sherbrooke, Beckwith, Burgess, Dalhousie, N. Sherbrooke, and Lavant, same as last year; Drummond, Sutton Frizell and Hugh McIntyre; Elmsley, John Stone; Montague, Pakenham, Ramsay and Darling, same as last year; Perth, R. Shaw and Jas. Bell; Smith's Falls, J. T. Beckwith.

1858.—Warden, Richard Shaw, Deputy Reeve of Perth. Council: Bathurst and S. Sherbrooke, Jas. Young and Robt. Cummings; Beckwith, A. McArthur; Burgess, M. Stanley; Dalhousie, N. Sherbrooke, and Lavant, John Donald; Drummond, Sutton Frizell and Hugh McIntyre; Elmsley, James Shaw, Jr.; Lanark, Wm. Moorhouse; Montague, R. A. Knapp; Pakenham, Wm. McAdam, who resigned and was succeeded by D. Hilliard; Ramsay, D. Galbraith and Wm. Houston; Darling, Peter Guthrie; Perth, John Doran and the Warden; Smith's Falls, J. T. Beckwith.

1859.—Warden, Richard Shaw re-elected. Only changes from last year: Bathurst and S. Sherbrooke, Robert Cummings and Wm. Lees; Elmsley, James Shaw, Jr.; Lanark, Wm. Scott; Pakenham, Young Scott; Smith's Falls, James C. Foster.

1860.—Warden, Daniel Galbraith, Reeve of Ramsay. Council: Bathurst, Wm. Lees and Wm. Doran; Beckwith, A. McArthur; Burgess, Edward Byrne; Dalhousie, N. Sherbrooke, and Lavant, John Donald; Drummond, Sutton Frizell and Abram Code; Elmsley, Jas. Shaw, Jr.; Lanark, Holmes Mair; Montague, Peter Maitland and Wm. Foster; Pakenham, Young Scott; Ramsay, the Warden and Wm. Houston; Darling, Peter Guthrie; S. Sherbrooke, John McGregor; Perth, John Doran and Richard Shaw; Smith's Falls, Alex. Clark.

1861.—Warden, Daniel Galbraith, re-elected. Council: Bathurst, Wm. Doran and H. Moorhouse; Beckwith, A. McArthur; Burgess, Ed. Byrne; Dalhousie, &c., Wm. Purdon; Drummond, John Robertson and Thos. McCaffrey; Elmsley, James Shaw, Jr.; Lanark, Wm. Robertson; Montague, J. McG. Chambers and James Shields; Pakenham, Young Scott; Ramsay, the Warden and Thomas Coulter; Darling, Peter Guthrie; S. Sherbrooke, Thos. Moore; Perth, John Murray and J. T. Fairbairn; Smith's Falls, J. C. Foster.

1862.—Warden, Daniel Galbraith, re-elected. Council: Bathurst, John Noonan and Robt. Cummings; Beckwith, Burgess, and Dalhousie, &c., same as last year; Drummond, Abram Code and John McLean; Lanark, John Ryan; Elmsley, Montague, Packenham, Ramsay, Darling, and S. Sherbrooke, same as last year; Perth, J. G. Haggert and John Murray; Smith's Falls, Archibald McDougall; Lanark, William Robertson.

1863.—Warden, Robert R. Smith, Reeve of Bromley, Renfrew Co. Council: Bathurst, Wm. Lees and James Noonan; Beckwith, Burgess, Perth, Pakenham, Darling, Lanark, Smith's Falls, and Lanark Village, same as in 1862; Dalhousie, &c., D. McDougall; Elmsley, John Sparling; Montague, P. Maitland and P. Clark; Ramsay, Albert Teskey and James Dickson; S. Sherbrooke, John Deacon, Sr.; Perth, J. G. Haggert and Robert Douglass.

1864.—Warden, R. R. Smith, re-elected. Council: Bathurst, Wm. Doran and Alex. Dodds; Beckwith, James Conn; Burgess, M. Stanley; Dalhousie, &c., Wm. Purdon; Drummond, A. Code and W. O. Buell; Elmsley, Lanark, Pakenham, Ramsay, Darling, Smith's Falls, and Lanark Village, same as in 1863; Montague, J. McG. Chambers and Peter Clark; S. Sherbrooke, John McGregor; Perth, Robert Douglass and Duncan Kippen.

1865.—Warden, Daniel Galbraith, Reeve of Ramsay. Council: Bathurst, Wm. Doran and J. Motherwell; Beckwith, Patrick Struthers; Burgess, James Cameron; Dalhousie, &c., Wm. Purdon; Drummond, Abram Code and Hugh McIntyre; Elmsley, Lanark, Montague, Pakenham, Darling, and Lanark Village, same as in 1864; Ramsay, the Warden and Abiel Marshall; S. Sherbrooke, John Ritchie; Perth, John Doran and John A. McLean; Smith's Falls, James Taylor.

1866.—Warden, Daniel Galbraith, re-elected. Council: Bathurst, Wm. Lees and Jas. Noonan, Jr.; Beckwith, M. Struthers; Burgess, Jas. Halliday; Dalhousie, &c., John Donald; Drummond, A. Code and Robt. Hicks; Elmsley, George Best; Lanark, John Ryan; Montague, Pakenham, Ramsay, Darling, Smith's Falls and Lanark Village, same as last year; S. Sherbrooke, Thos. Moore; Perth, John Doran and Robt. Douglass.

1867.—☞ This was the first year in which the Reeves and Deputy Reeves of the different municipalities throughout the Province were elected by the direct vote of the people, as hitherto the respective Councils had chosen those officials from among their own number. The County Council for this year was thus constituted:—Warden, Daniel Galbraith, re-elected. Council: Bathurst, William Lees and James Noonan, Jr.; Beckwith, Patrick Struthers; Burgess, M. Stanley; Dalhousie, &c., W. Purdon; Drummond, Abram Code and Robert Hicks; Elmsley, Duncan McGregor; Lanark, James Affleck; Montague, J. McG. Chambers and Peter Clark; Pakenham, Young Scott; Ramsay, the Warden and Abiel Marshall; Darling, Peter Guthrie; S. Sherbrooke, Thos. Moore; Perth, John Doran and Robert Douglass; Smith's Falls, J. H. Gould; Lanark Village, Wm. Robertson.

1868.—Warden, John Doran, Reeve of Perth. Council: Bathurst, Wm. Doran and Jas. Noonan; Beckwith, James Conn; Burgess, Dalhousie, &c., Lanark, Darling, Smith's Falls, and Lanark Village, same as in 1867; Drummond, A. Code and Hugh McIntyre; Elmsley, Geo. McDougall; Pakenham, Andrew Dickson, who resigned and was succeeded by Young Scott; Ramsay, D. Galbraith and A. Teskey; S. Sherbrooke, John Ritchie.

1869.—Warden, Wm. Robertson, Reeve of Lanark Village. Council: only changes from 1868 were, Beckwith, Robert Crampton; Drummond, Robert Hicks, Deputy Reeve; Elmsley, Duncan McGregor; Darling, W. J. Rintoul; Perth, Jno. A. McLaren, Reeve.

1870.—Warden, Wm. Robertson, re-elected. Council: Bathurst, Alex. Dodds and James Noonan; Beckwith, Burgess, Dalhousie, etc., Drummond, Lanark, Perth, Smith's Falls, and Lanark Village, represented as in 1869. Changes were: Elmsley, Geo. McDougall; Montague, Peter Clark and J. Shields; Ramsay, D. Galbraith and D. Drummond; Darling, Peter Guthrie; South Sherbrooke, Wm. Bowles.

1871.—Warden, J. H. Gould, Reeve of Smith's Falls. Council: Bathurst, Wm. Lees and Wm. Doran; Beckwith, Jas. Conn; Burgess, Dalhousie, etc., Drummond, Elmsley, Lanark, Pakenham, Ramsay, and Smith's Falls, same as in 1870. The Town of Perth withdrew from the county the year before, and was consequently not represented in the Council thenceforward. The newly Incorporated Villages of Almonte and Carleton Place were this year represented for the first time; so the slate stood, except as noted above: Montague, J. McG. Chambers and P. Clark; S. Sherbrooke, R. Deacon; Lanark Village, W. C. Caldwell; Almonte, Wm. Mostyn, M.D.; Carleton Place, Robert Crampton.

1872.—Warden, J. H. Gould, re-elected. Council: the only changes from last year were: Bathurst, Alex. Dodds, Deputy-Reeve; Burgess, Edward Byrne; Dalhousie, etc., George Campbell; Elmsley, J. T. Fairgrieve; Montague, Peter Clark and John Shields.

1873.—Warden, J. H. Gould, re-elected. Council: composed the same as in 1872, except that James Noonan this year held the Deputy Reeveship of Bathurst; Peter McVicar, alike position for Drummond; George McDougall represented Elmsley; and Alex. G. Dobbie, Lanark Village.

1874.—Warden, Wm. Lees, Reeve of Bathurst. Council: Bathurst, the Warden and James Noonan; Beckwith, James Conn; Burgess, Edward Byrne; Dalhousie, etc., George Campbell; Drummond, A. Code and D. McIntyre; Elmsley, John Stone; Lanark, Jas. Affleck; Montague, P. Clark and James Maitland; Pakenham, Young Scott;

Ramsay, D. Drummond and J. Black; Darling, W. J. Rintoul; South Sherbrooke, Richard Deacon; Smith's Falls, J. H. Gould; Lanark Village, Alex. G. Dobbie; Almonte, Jos. Jamieson; Carleton Place, John Graham.

1875.—Warden, William Lees, re-elected. Council: only changes from last year were, Alex. Dodds, Deputy Reeve of Bathurst; and Thos. Moore, South Sherbrooke.

1876.—Warden, William Lees, re-elected. Council: Bathurst, the Warden and James Patterson; Beckwith, James Conn; Burgess, Ed. Byrne; Dalhousie, &c., Jas. Donald; Drummond, D. McIntyre and Thos. Hands; Elmsley, Henry Harper; Lanark, James Affleck; Montague, Peter Clark and B. Cook; Pakenham, S. S. Dickson; Ramsay, D. Drummond and James Black; Darling, W. J. Rintoul; South Sherbrooke, Thos. Moore; Smith's Falls, Francis T. Frost; Lanark Village, Alex. G. Dobbie; Almonte, Joseph Jamieson and Peter McArthur; Carleton Place, Abram Code.

1877.—Warden, Joseph Jamieson, Reeve of Almonte. The changes from last year's composition of the Council were very few, as follows: Drummond, Thos. Hands and George Code, Jr.; Lanark, A. R. McIntyre; Lanark Village, David Munro, M.D.; Almonte, J. C. Stevens, Deputy Reeve.

1878.—Warden, Edward Byrne, Reeve of Burgess. The changes in representation from 1877, were only four, viz.: Arch. Dewar, Reeve of Beckwith; James Jackson, Deputy Reeve of Drummond; A. G. Dobbie, Reeve of Lanark Village; D. G. McDonnell, Reeve of Almonte.

1879.—Warden, Peter Clark, Reeve of Montague. Council: the same as in 1878, with the following exceptions, viz.: James Shaw, Deputy Reeve of Drummond; Robert Smith, Reeve of Elmsley; John Ritchie, Reeve of South Sherbrooke; Bennett Rosamond, Reeve of Almonte; William H. Wylie, Reeve of Carleton Place.

1880.—Warden, Francis T. Frost, Reeve of Smith's Falls. Council: Bathurst, Jas. Patterson and Jno. Motherwell; Beckwith, Arch. Dewar; Burgess, Isaac M. Kenyon; Dalhousie, &c., Jas. Donald; Drummond, Thomas Hands and James Shaw; Elmsley, Robert Smith; Lanark, A. R. McIntyre; Montague, Peter Clark and James Ferguson; Pakenham, S. S. Dickson; Ramsay, Daniel Drummond and James Black; Darling, W. J. Rintoul; South Sherbrooke, John Ritchie; Smith's Falls, the Warden; Lanark Village, A. G. Dobbie; Almonte, Bennett Rosamond and J. C. Stevens; Carleton Place, William H. Wylie.

To this lengthy recital of the names of those who, during the years of the past, have controlled and guided the legislation of this county, it would appear unnecessary, to those who have enjoyed a personal acquaintance among them, to add any eulogies upon the integrity or intellectual capacity which have characterized their respective records as Councillors.

To those not thus favored, however, we would remark, that many of the gentlemen who from time to time have held positions at the Council Board of the county, have made their influence felt in the halls of national legislation, where the legislative talent nurtured by the auspicious influences of the council chamber has been developed and expanded to more comprehensive breadths, while receiving a polish which reflected credit upon both its possessors and their constituents. It can further be added, with strict regard for accuracy, that the uniform ability by which the labors of the Lanark County Council have been marked during the entire period of its existence, has been of a grade which denotes even a higher average of individual intelligence than usually pervades similar bodies in "this Canada of ours." Of which fact the people of the county appear to have been fully cognizant; and a recognition of which has been eloquently expressed by the oft-repeated return of many of its members to a continued service in their behalf.

The official slate of Lanark County at the present time bears the names of the following mentioned gentlemen, who fill the positions respectively designated:—Warden, Francis T. Frost; Clerk, Thos. Brooke; Treasurer, Wm. Welland Berford; Auditors, Andrew McInnes and Peter Shields; Public School Inspector, H. Lloyd Slack, M.A.; County Judge, W. S. Senkler; Sheriff, Jas. Thompson; County Crown Attorney and Clerk of the Peace, E. Geo. Malloch; Clerk of County Court and Deputy Clerk of Crown and Pleas, Chas. Rice; Master in Chancery, the Judge; Governor of Jail, Robt. Kellock; Turnkey, Jno. Lee; License Commissioners (North Riding), Joseph Jamieson, A. McArthur, and Boyd Caldwell; License Inspector (North Riding), J. W. Manning; License Commissioners (South Riding), Thos. Kearns, Richard Locke, and Hugh Ryan; License Inspector (South Riding), Henry Stafford; Chief County Constable, John Gill.

The judical system of this county, as is the case with all others in Ontario, consists merely of the different branches of the Division Court, presided over by His Honor Judge Senkler. There are six of these thus distributed:—

No.	Location:	Clerk.	P. O. Address.
I.	Perth,	Robert Jamieson,	Perth.
II.	Lanark,	Wm. A. Field,	Lanark.
III.	Carleton Place,	James Poole,	Carleton Place.
IV.	Smith's Falls,	W. M. Keith,	Smith's Falls.
V.	Pakenham,	John Cowan,	Pakenham.
VI.	Almonte,	John Patterson,	Almonte.

We will now glance hurriedly, before closing the general sketch of this county, at its

PHYSICAL DEVELOPMENT AND PRESENT MATERIAL RESOURCES.

As a prelude to a statement of its resources as they at present appear, we will note some of the principal features of a statistical nature in the history of its development from the state of crudity in which the pioneers found it, to the position of affluence in the scale of progress which it at present occupies. A too minute reference to these points, however, we will seek to avoid; and by taking a middle course, endeavor to combine comprehensiveness with interest of narrative, two features rather incongruous when considered with reference to the "blue book" literature which must necessarily contribute so largely to a sketch of this kind.

The earliest official figures which we find bearing upon this subject are those of the census of 1825, from which we glean that the population of Lanark County at that time numbered 7,928 souls. This total was augmented during the year succeeding that enumeration in so far as to give a population of 8,522 in 1826; from which it had swollen to 8,935 in 1827. From these facts it is apparent that annual enumerations of the census were then the order of the day, and by those which were taken in 1828 and 1829 respectively, the number of inhabitants within this county was shown to be 9,145 the former, and 9,269 the latter year; thus showing an increase which, if very gradual, possessed an element of certainty rendering it the reverse of despicable.

Statistics bearing on the progress of the agricultural art are also given for the period above referred to, but the totals are reckoned by "Districts" instead of Counties; and as Lanark at that date constituted less than half of one of these Districts (Bathurst), a recital of the figures alluded to would scarce serve our purpose of explaining the agricultural status of the county during those years, except as an approximate inference might be drawn from a knowledge of the statistics relating to the entire district—an inference scarcely definite enough to warrant their publication in this place.

From the dates given forward, the population of Lanark continued to increase in numbers, as the following figures will sufficiently explain. In 1830 it had reached 9,736, and the year following showed an increase to 12,605, from which it swelled only 22 during the year next succeeding. In 1833, however, the number of inhabitants had grown to 13,384, and a year later the enumerators reported 13,478, while in 1835 the census resulted in a report of 13,816.

Within a year of the latter date, the population was reported at 14,656, but in 1837, the year of the "Patriot" Rebellion, it became reduced to 14,375, from which point a further decrease to 13,878 was shown as the result of the enumeration in 1838. Thenceforward a revival in this respect occurred, as was evinced by the re-increase to 14,400 in 1839; which number was augmented by 145 the succeeding year, and in 1841 the then unprecedented population of 15,198 was shown.

The census of 1842 is reported by Districts only, and although Carleton County had in that year been set apart from the Bathurst and erected into the Dalhousie District, yet the former contained the entire territory now comprised within the two Counties of Lanark and Renfrew; and though from the figures representing the then condition of this district only an approximate idea of the proportionate share of development due to Lanark can be gleaned, yet we quote some of the more interesting items from the official census of that year.

The population we find to have been 21,655, of whom 3,698 were Roman Catholics. There were then in operation 62 schools, attended by 1,185 pupils. The land "occupied" totaled 381,993 acres, of which 76,192 acres were improved. The return of stock owned shows 3,743 horses, 20,344 neat cattle, 26,002 sheep, and 11,451 swine. The number of industrial institutions is thus summarized: 11 grist, 7 oatmeal, 2 barley, 10 carding, 8 fulling, and 34 saw mills; 1 iron foundry, 2 breweries, 7 distilleries, 536 pot and pearl ash factories, and 13 tanneries.

In 1848 the population of Bathurst District had increased to 29,566; and by the census return for 1851-52, the figures for each county are given, therefore the condition of Lanark's physical development is not thenceforward a matter of mere conjectural deduction as before. The population of this County is set down at 27,317; the land occupied at 365,527 acres; and land under culture, 120,063 acres.

The number of mills of different kinds throughout the county was reported as follows, viz.: 23 grist, 45 saw, 12 carding and fulling, 2 woollen ware; 1 distillery, 1 brewery, 10 tanneries, 3 iron foundries, and 14 "other" factories.

The official census of 1861 shows an increase in the number of inhabitants to 31,369, and by the same authority the number of industrial institutions within the county was as below stated, viz.: 9 grist mills, all propelled by water, and employing 30 hands; 30 saw mills, employing 146 hands; 1 oatmeal, 1 carding and fulling, and 3 woollen mills; 1 brewery, 15 tanneries, 5 foundries, and 11 "other" factories.

At the same time the land occupied was stated at 446,127 acres; land under culture, 180,436 acres; total occupiers, 3,461; cash value of farms, $3,945,840; value of farming implements, $237,382; value of live stock, $946,672.

The latest official statistics of this nature which have been published are those in connection with the census report of 1871. From these it would appear that Lanark had reached the climax of her prosperity (in so far as the result can be effected by the possession of a numerous population) about the time of the next preceding census; for whereas the entire number of inhabitants in 1861 was stated at 31,639, in 1871 it had become reduced to 23,020, thus showing a decrease of 8,619, or more than 27 per cent. during a decade. This result was contributed to most largely by the exhaustion of the forests and consequent decline of the lumber trade within the county; thus compelling a temporary exodus of those who had been engaged in the prosecution of that industry. As a partial recompense for this loss in population, however, there was an increase in the area of "occupied" land, which now totaled 490,452 acres, of which 232,516 acres were improved, 145,784 under crop, and 2,054 devoted to gardens and orchards; the whole being in the possession of 3,599 occupiers, of whom 3,208 were owners of the land so occupied.

As representative of the more immediate present *status* of the County's resources, as contradistinguished from that reflected by the figures just above quoted, we have nothing of an official character beyond its latest revised assessment roll, which shows the value of its real estate to be $5,993,337; with taxable personal property valued at $752,080, or a total of $6,745,417, which, however, was increased by the "revising" process of the County Council to $8,307,252. This estimate is exclusive of the assessed valuation of the Town of Perth, $815,940; this municipality, as noted in our Municipal History, not being now attached to the county for purposes of local administration.

The chief feature which may with propriety be called a "resource," apart from those noticed heretofore, are its railroad facilities in possession and expectancy. The first of these include the Canada Central, or Brockville and Ottawa road, which traverses the county from a point near Smith's Falls on the south, to a point near the north-eastern extremity of Pakenham Township, an extent of 38 miles, at convenient distances along which the following named stations are located: Smith's Falls, Welsh's, Franktown, Beckwith, Carleton Place, Almonte, Shedden's, and Pakenham. The Perth Branch from Smith's Falls is 12 miles in length, with the intermediate station of Pike's Falls located thereon. In addition to this extent, the Ottawa Branch from Carleton Place Junction traverses about four miles of Beckwith Township, thus making the total length of the road within the county, 54 miles.

From the number of stations distributed along the line, and the shipping facilities afforded thereby, coupled with the importance of both the agricultural and commercial interests of that portion of the county which it traverses, and the additional fact of its being the great connecting thoroughfare between the lumber regions of the Ottawa on the north and the system of frontier rail and water communication on the south, any extended reference to the advantages to Lanark County incident to its operation would appear superfluous, and we therefore refrain from a recital of benefits so obviously apparent.

The railway facilities referred to as being still in expectancy are those promised by the Toronto and Ottawa road, which has been surveyed through the county, practically from east to west, with Perth as its local centre. The people of the county in general, and those of Perth in particular, look forward to the construction of this trunk line with a degree of interest born of an abiding confidence in the realization of the dreams of material advantages which will attend its completion. At the present writing, however, appearances would indicate a further considerable delay in, if not a total abandonment of, the project of constructing this much-to-be-desired thoroughfare, and only time will avail to unravel the web of uncertainty in which its future prospects are now enshrouded.

The county has no property which would be available as a cash resource, except we include under that head the different county buildings, including the two Registry Offices, Court House, and Jail, for a description of which we refer the reader to our local sketch of Perth.

To epitomize: We deem an enlargement upon the foregoing remarks, brief and superficial though they be, quite unnecessary to demonstrate the fact that the general satisfactory condition of the county forms a sufficient source from which to draw the material required to lubricate the wheels of local government in any exigency of affairs reasonably likely to arise during the time of the rising generation, or indeed during the continuance of our present system of governmental institutions.

PERTH, WITH ADJACENT TOWNSHIPS,

INCLUDING

BATHURST, BURGESS, DRUMMOND, AND ELMSLEY.

The Town of Perth, the county seat of the County of Lanark, is situated on the River Tay, a branch of the Rideau, where the Townships of Bathurst and Drummond on the north join North Elmsley on the south, near the north-east corner of North Burgess.

Although five distinct municipalities are constituted within a small piece of territory immediately surrounding Perth, yet at this point centred the interests of them all during their earliest settlement, and for a period extending over many years of their subsequent development; and this status is even yet in no way changed, Perth being still the political, municipal, educational, financial, and commercial centre of the whole section comprised within the limits of this stretch of territory. It seems only proper, therefore, to include within the same sketch a history of several localities so closely identified not only in location but in all their material interests, and everything tending to their history and progress.

The whole section under review comprises a territory forming almost a square, the eastern and western sides running 24° west of north, and the northern boundary being at right angles thereto: while the southerly is formed by the north shore of Rideau Lake, a widening of the river of the same name, which here divides the Counties of Lanark and Leeds. On the east, this territory is bounded by the Townships of Montague and Beckwith; on the west, by North Crosby (Leeds County) and South Sherbrooke; and on the north, by Dalhousie and Lanark Townships.

The location of the Town of Perth is very near the centre of the square, and at the terminus of a branch of the Canada Central Railway, which joins the main line at the Village of Smith's Falls, twelve miles distant.

The first reference we have been able to find in regard to the early settlement of this locality, is a communication from the Adjutant General's office, dated Quebec, 15th August, 1815, and referring to the appointment of Staff-Surgeon Thom, "to take the medical charge of "the *establishment forming on the Rideau.*" By a supplementary order from the same office, dated Quebec, 3rd October, 1815, Alex. McDonnell, Esq., and Major David McGregor Rogers were appointed Superintendent and Deputy Superintendent of the said "establishment," with salaries of £300 stg. each, and field officers' allowances.

The movement which culminated in this "establishment on the Rideau" originated with some English and Scottish gentlemen, who enlisted the sympathies of those in authority at the Colonial Office of the Imperial Government, and provision was made, under the superintendence of the military, to locate a large number of Scotch families, chiefly from the Highlands, on wild lands of the Province of Upper Canada, which were at that time controlled absolutely by the Home Government, from whom those composing this colony received free passage from Scotland to Canada, and each male adult thereof received in addition a grant of one hundred acres of land. Under the arrangements respecting this new Canadian colony, over three hundred men, women, and children set sail from Greenock, on the Clyde, June 11th, 1815, and landed at Quebec on the 4th September following. They at once ascended the St. Lawrence as far as Brockville, where they spent the winter of 1815-16 in temporary huts.

During their stay here, late in the autumn of 1815, a party of explorers from this colony visited the present site of the Town of Perth, to "spy out the land" for their kindred, before they should commit themselves to a position from which, once taken, it would be very difficult to recede. The only one of this party whose name we have been able to learn for a certainty was Thomas Cuddie. The party "camped" the first night of their advent to this locality on the right bank of the Tay, very near the south end of the stone bridge on the main street of the town. They made a bush camp almost in front of the spot where Spalding's distillery is now located, cutting down an immense elm tree for that purpose. The stump of this tree remained for very many years, a memento to the present generation of the earliest visit of the pioneers of the "establishment forming on the Rideau." These prospectors made this camp their temporary headquarters, and took excursions therefrom in all directions till they decided upon this locality as the best procurable in that region, when they returned to their comrades at Brockville, all of whom came in and located in those parts of the Townships of Bathurst, Burgess, Drummond, and Elmsley which are most adjacent to each other—many being within the present limits of the Town of Perth—though the greater number *in any one immediate neighborhood* settled on what has ever since been known as the "Scotch Line," which is the town-line between Bathurst and Burgess.

The date of the first land being taken up was the 17th April, 1816; and among those who located on that day were John Halliday, Lot A; Alex. McFarlane and James McDonald, Lot 1; Wm. McGillivray and Alex. Cameron, Lot 2; John Brush and Wm. Rutherford, Lot 3; John Miller and Robert Gardiner, Lot 4; James Drysdale and John Allen, Lot 6; John Ferrier, Lot 7; Abraham Ferrier and Thos. Barber, Lot 8; all in Concession 10 of Burgess.

In Bathurst, James Miller and John Simpson settled on Lot 26; Wm. Spalding and John Hay, Lot 25; John Ferguson and John Flood, Lot 23; Wm. Holderness, Lot 21; Wm. Old and Francis Allan, Lot 20; Thos. Cuddie and Joseph Holdsworth, Lot 19; Alex. Kidd and James Fraser, Lot 18; George Wilson and Wm. Johnson, Lot 16; Robert Gibson and Samuel Wilson, Lot 15; John McNee and John McLaren, Lot 14; John McLeod and James Bryce, Lot 13; Samuel Gurdy and Thomas Scott, Lot 12; George Lester and Thomas Barry, Lot 11; and John Ritchie, Sr. and Jr., Lot 10; all in the first Concession.

In Elmsley the following lots in the tenth Concession were taken up the same day: No. 27, by Peter and Wm. McPherson, father and son (on this lot the first tree in the settlement was felled); No. 28, by James Taylor and James McLaren; and No. 29, by Alex. Simpson and James McCoy.

In the Township of Drummond our information is to the effect that no members of the original "Scotch Settlement" located; but in June, 1816, the "Military Colony of Perth" came in. Among those belonging to that colony who settled in Drummond during that year were Ensign Gould, of the "Veterans," on Lot 7, Concession 8; J. Balderson, 76th Foot, after whom the Village of Balderson is named, Lot 1, Con. 8; Jas. McNiece, 76th Foot, and T. Bright, also 76th Foot, former on west half and latter on east half of Lot 10, Con. 9; Wm. Horricks, 6th Foot, east half Lot 12, Con. 9; Henry McDonald, 8th Foot, east half Lot 11, Con. 8; Thos. McCaffrey, 76th Foot, Lot 12, Con. 8; John G. Malloch, Lot 14, Con. 7 (he afterwards became judge); James McGarry, Lot 10. Con. 7; Wm. Bogs, Lot 14, Con. 8; Peter Campbell, Lot 4, Con. 7; Donald Campbell, Lot 3, Con. 7; and Peter McLaren, east half Lot 8, Con. 7. Henry McDonald and Peter Campbell, Sr., are the only ones of the Drummond settlers of 1816 now surviving. The former did not come into the township till October 10th of that year, the other military settlers having mostly located in the June preceding. This gentleman is still in health and vigor, though now very old. He has been Treasurer of the Municipality of Drummond ever since the operation of the Municipal Act in 1850, and is one of the most widely known and highly respected men of this section of country. While serving in the British Army he took part in the capture of Copenhagen and Martinique, W.I.; and during the Anglo-American war was present at Sackett's Harbor and most of the battles on the Niagara frontier, including Lundy's Lane, where he was taken prisoner by the Americans, and remained in confinement thence to the end of the war. Duncan McCormick was also among the very earliest settlers in Drummond, and the first who ever taught school in the township; the original school-house being situated on Lot 5, Con. 7, and built during the year 1817.

At the same time that the military settlers above mentioned came into Drummond, the three bordering townships also received quite an accession to their respective populations from the same source. In Bathurst, most of the new settlers had belonged to the "Glengarry Fencibles," a corps raised for the purposes of the War of 1812-15 from discharged soldiers from various regiments-of-the-line, together with a small detachment of the "De Wattevilles," elsewhere mentioned herein. The "Fencibles" were disbanded at Kingston, June 1st, 1816, and at once proceeded to their new locations; among them were Capt. Watson, Quartermaster, and Capt. Blair, Adjt. of the regiment; also Capt. McMillan, Capt. Mackay, Sergeant Quigley, John Hoover, Magnus Flett, Benjamin Johnston, and two Trumans. The widow of Sergt. Quigley is now the only person living in the Town of Perth who came into this section with the original "military colony." She was Mary Hunter, born in St. John, N. B., and followed her husband through the various campaigns of the War of 1812-15, during which the "Fencibles" were engaged in many battles. Most of the above settled along the Drummond line, or within the next range of lots therefrom.

The detachment of the "military colony" settling in Burgess was composed of members of the disbanded "De Wattevilles." These were originally members of various German corps which had together formed the German contingent of Napoleon's Grand Army; but having been captured in battle by the British, they accepted an offer of their captors, in order to escape prison confinement, to take arms against the Americans in the War of 1812-15. Brevet-Major-General De Watteville was the Colonel of the regiment so formed, hence the name. About 700 of them located in Burgess, but the great majority only remained a short time. Of those who abandoned their new homes but few returned to the land of their nativity, most of them going to the United States; and it is said that the great majority of those who so went, went to join the American Regular Army. Be that as it may, there are now but very few even of the descendants of the "De Wattevilles" in Lanark; and of the original members of the regiment who settled here, the last died some years ago.

Among the military settlers in Elmsley in 1816, were Captain O'Brien and Lieut. Pelton, who settled on Lot 23; Lieut. Alex. Fraser (Fencibles), Lot 22; John Campbell, Lot 21; John Smith, Lot 20; Lewis Greenyea, Lot 17; and Alex. Morrison, Lot 16, all on Concession 10. After those, the next earliest were Ewen Cameron, Archie and Duncan Gilchrist, John Robertson, Robert Heddlestone, and Joseph Cosgrave.

In regard to the surveys of the townships adjoining Perth, the work was under the direction of the Quartermaster-General's Department. The first official reference we find respecting it, is a letter from Alex. McDonald (above-mentioned as Superintendent of the "establishment forming on the Rideau") to Sir Sidney Beckwith, a high official of the Foreign Office, dated "Pike River, 29th April, 1816." Pike River was the original name of the stream on which Perth is situated. We find, however, a later despatch from Mr. McDonald to Captain Fowler, Assistant Quartermaster-General at Quebec, dated "Perth, on River Tay, 16th May, 1816," both the river and "town" having meantime acquired the new names from the settlers of the "Scotch Colony,' many of whom were natives of that part of the "land o' heather." The above despatch complained of the inadequacy of the force of Engineers to survey lots as fast as settlers wished to locate them; many having to "squat" in the forest before the survey, with a probability that their location would be changed when the surveyors' work was finished. The whole survey of this section was under charge of Captain Reuben Sherwood, a U. E. Loyalist, who had settled, after the Revolution, at Brockville. Some of the oldest of the present settlers suppose that this survey was made as early as the year 1812, but from official correspondence on the subject it appears that it only *commenced* in 1815, and in 1816 was in a very backward state. Sergeant Quigley, mentioned above, was a chain-bearer with the party who surveyed Bathurst in the autumn of 1816, the party being in command of Capt. Hayes, an assistant of Capt. Sherwood.

The naming of several of the townships comprising the section under review—as indeed of most of those of the entire county—was in honor of British noblemen, or gentlemen who had distinguished themselves in war, politics, or diplomacy. Bathurst was so-called for the Earl of Bathurst, for a long time His Majesty's Secretary of State for the Colonies, under whose especial patronage the "Scotch Colony" was formed, and by whose influence at Court the Prince Regent's sympathies were secured, and the orders issued whereby these emigrants obtained not only free passages and land-grants but free rations from the British Government for a year, and the necessary tools and implements with which to commence "life in the bush." The Township of Burgess was named for the Earl of Burgess, and Drummond in honor of Sir Gordon Drummond, an officer who had attained great military distinctions; while "Elmsley" is said to be a corruption of "Helmsley," a village in Essexshire, England.

In considering the requirements of the colonists, the religious and educational were not forgotten by the Government, a clergyman and a school teacher being specially selected and sent out to attend to their intellectual and spiritual welfare. The Rev. Wm. Bell, formerly a Presbyterian clergyman of Edinburgh, sailed from his native country in the spring of 1817, arriving at Perth in June, 1817, the Government giving him a salary of £100 stg. per annum. The religious services conducted by him on his arrival were the first ever held in this locality. John Halliday was the teacher referred to. He was originally from Glasgow, and sailed from Greenock, on the Clyde, in 1815, with the first settlers. He located himself on the northern corner lot of the Township of Burgess, No. A, Con. 10. The school-house in which he taught was on Lot 21, Con. 1, Bathurst; and his salary was £50 stg. per annum, paid by the Government.

Mr. Bell, above mentioned, was the Father of James Bell, the present Registrar of the South Riding of Lanark; the Rev. Dr. Bell, of Walkerton, Ontario; and Robert Bell, of Carleton Place, who represented North Lanark during four Parliaments, immediately subsequent to the redistribution following the census of 1851, and retired from political life of his own accord during his incumbency of the position. James Bell was born in Perth in 1817, very shortly after his father's settlement there. He is said to have been the first white child born within its present limits, and is now the oldest native resident of this whole section of country.

Among the first settlers locating in the Town of Perth or its immediate vicinity, were Staff-Surgeon Thom (above referred to); Surgeon-Major George Hume Reade (who was sent for from Richmond Village to attend the Duke of Richmond, then Governor-General of Canada, in his dying moments); Major and Brevet Lieut.-Col. Powell (formerly commanding officer of the 99th Regiment, previous to its disbandment at Quebec, and then appointed "Superintendent" of the Military Colony); Lieut.-Col. Marshall, of the "Fencibles" (who superintended the *location* of the colony); Capt. Joshua Adams (afterwards Warden of the old District Council); Capt. McMillan (afterwards Registrar); Capt. Leslie, (afterwards Agent of the old Commercial Bank, still alive in London, England); Capt. Holmes (father of the late Cashier of the Bank of Montreal); Hon. Roderick Mathieson (Paymaster of the "Glengarrys;" Hon. William Morris (an officer of Canadian Militia during the war, and father of present Hon. Alex. Morris, late Lieutentant-Governor of Manitoba); Capt. Davern (Superintendent of the Government Store); Sergeant Angus Cameron (of the 78th Highlanders, one of the first merchants in the place, and father of the late Hon. Malcolm Cameron); Sergeant Jackson (afterwards Superintendent of the Grand River Canal); Sergeant Matheson (afterwards jailer); Lt.-Col. Taylor, Major Fowler, Major Greig, Capt. Fitzmaurice, Capt. Kinnear, Capt. Fraser, Capt. Mason, Capt. Watson (Quartermaster "Glengarrys"), Capt. and Adjt. Blair, Capt. Ferguson, Capt. Mackay, Capt. Freer, Capt. De Lisle, Sergeant Manion (49th), Sergeant Ritchie, Sergeant Naughty, Hon. Henry Graham, William Hunter, William Tully, James O'Hare, John Ferguson, and one Stewart, an army school-teacher.

There was a Roman Catholic priest named La Motte, who came in at a very early date, just following the Rev. Mr. Bell. He died two years later, and his place was subsequently filled by John Macdonald (uncle of the late Hon. John Sandfield Macdonald), who also recently died at Lancaster, Ontario, over one hundred years of age. He had been many years Vicar-General of the Kingston District.

It does not seem necessary to follow in detail all the incidents which go to make up the development of the "establishment forming on the Rideau," the reader being able to judge of what this has been from the cursory description of Perth and its surroundings as we find them at the present day; though among these incidents which for the time claimed prominence might be mentioned many relating to the hardships and privations, dangers and difficulties of the pioneers, which it required all the energy, perseverance, and courage of a sturdy race to overcome. The pioneers are long since in their graves, but the fruits of their early experience in the Canadian backwoods is patent on every hand in broad and fertile fields, pleasant hamlets, and busy towns. The only one of the original "Scotch settlers" now surviving (except a few who then were junior members of some of their families) is said to be Mrs. Fraser, of Perth, who at the time of the settlement was Mrs. Francis Allan.

When the "Scotch Colony" first located, most of them lived in tents or bark huts during the summer, and until the cold weather forced them to build log cabins. The only yoke of oxen in the settlement for quite a length of time belonged to James Bryce, Lot 12, Con. 1, Bathurst; and most of the supplies (except those sent in by the Government for rations, &c.) were "backed" in by the settlers from the nearest settlements, which were twenty miles distant towards the St. Lawrence frontier.

Some idea of the resources of the settlers may be gathered from the fact that the first assessment showed there was but one cow in the Township of Bathurst in the year 1817. This was the first year of any kind of township organization in the settlement, and Bathurst (so far as we can glean) was the first in which town meetings were ever held. Samuel Purdy and John Ferguson were the Assessors the above-named year. One of the first undertakings of the settlers was to build a log bridge over the Tay, where Main Street, Perth, now crosses it. During work thereon, William Holderness, one of the hands engaged, took a violent fit of sickness, from a cold contracted by being in the water. He was removed to the nearest house, which was that of a Mr. Sly, near the Rideau, below the present location of Smith's Falls. William and Charles Merrick, sons of Captain Merrick, the founder of Merrickville, on the Rideau, conveyed him to the nearest practical point in a boat, and a road was cut thence through the bush, over which he was drawn on an ox-jumper to Sly's house, but he died in three days—the first death in the settlement—in April, 1816. In July following his widow gave birth to a daughter, Eliza Holderness, the first child born in the entire settlement.

In the spring of 1817, when the bridge on the "Scotch Line" across the Tay was being built, a melancholy accident occurred, whereby a son and daughter of John Campbell, one of the first settlers on the line, lost their lives. They were crossing on the stringers before the floor was laid, when the boy accidentally fell into the water, and his sister having jumped in to rescue him, both were drowned—a fact which naturally cast a deep gloom over the entire settlement.

About the year 1830 a settler in Drummond (Lot 3, Con. 10), murdered his wife and four children at their home, and was hanged therefor at Perth—having been convicted on the evidence of his little son, five years of age, whom he also undertook to kill, but who (as he afterwards himself said) swerved him from his purpose by innocently laughing in his face.

In June, 1833, a most melancholy tragedy occurred on Mr. McLaren's farm (Lot 25, Con. 10, Elmsley), which was for many years a *cause celebre* in Canadian jurisprudence. We refer to the duel between Messrs. Wilson and Lyon, law students at Perth, wherein the latter was shot dead. The former was afterwards Judge Wilson, of London, and the difficulty arose concerning the young lady who subsequently became his wife.

During the early days of the settlement, the hardships incident to the changed circumstances of the settlers induced many diseases, and deaths were quite prevalent from malarial fever—many succumbing to this malady during the first few weeks of their residence.

Of the facts of the early municipal organization of the townships comprising the "establishment forming on the Rideau," we have no definite information whatever, except that mentioned above in reference to Bathurst in 1817, until 1849, the last year of the old District Councils system. We find from records in the County Clerk's office that Bathurst sent two District Councillors that year—Joshua Adams and A. W. Playfair, of whom Adams was Warden of the District. Drummond also had two—Robert Douglas and Sutton Frizell.

On the operation of the Municipal Act in 1850, all the townships under review complied with the usual necessary conditions under that Act, and their first Reeves were: Bathurst (to which South Sherbrooke was then united), Josiah Ritchie; Drummond, Murdoch McDonald (this latter township also had a Deputy Reeve that year, Patrick Dowdell); Burgess, John Doran, Jr.; Elmsley, James Shaw, Sr. The three Councillors for Drummond were Messrs. Frizell, McCaffrey, and Thompson. The chief officers of the several municipalities for the succeeding years may be learned by a perusal of the General Sketch of the county. For the year 1880 they are as follows:—

Bathurst: Reeve, James Patterson; Deputy Reeve, John Motherwell. Councillors: James Balderson, David Miller, Richard White; Clerk, Thomas Brooke; Treasurer, Joseph Warren.

Burgess: Reeve, Isaac Kenyon. Councillors: Samuel Wilson, Daniel Troy, Maurice McNamee, Francis O'Neill; Clerk, Thomas Brooke, Treasurer, Wm. Allan.

Drummond: Reeve, Thomas Hands; Deputy Reeve, James Shaw. Councillors: Wm. Devlin, Timothy Doyle, Peter McEwen; Clerk, Thos. B. Moore (Thos. Brooke has been Clerk ever since 1850, until the present year); Treasurer, Henry McDonald.

Elmsley: Reeve, Robert Smith. Councillors: Robert Best, John King, John McCallum, Thos. Moody; Clerk, James McGregor; Treasurer, Wm. Hunter.

The county embraced within these four townships and the Town of Perth, which together comprise what has within a little over sixty years developed from the embryo settlement originally designated the "establishment forming on the Rideau," consists of within a fraction of 313 square miles of territory, or 200,882 acres of land; and at the time of the last official census it embraced a population of 10,838.

It is chiefly a comparatively level section of country, some of it nicely rolling, but the southern portion being rough and rocky, a spur of the Laurentian system. The soil is of mixed varieties and generally very fertile character. The southern portion thereof is drained by the tributaries of the Rideau, which borders the south shore; while the northern part is watered by the Mississippi and its tributaries. This is itself a tributary of the Ottawa, and debouches into several large sheets of water within the limits of Bathurst and Drummond, including Egan Lake, Bennett Lake, and Mississippi Lake, besides several smaller ones.

Though this is essentially an agricultural region, yet there are mineral deposits of considerable extent and much value, including iron, mica, phosphate, and plumbago, particularly in Burgess and Elmsley. There have been quite a number of extensive phosphate mines in operation, but this industry seems just at present to have received a check, which will doubtless only be temporary, however. There was also a plumbago factory started at Rideau Ferry Bridge, in 1870, but which has since ceased operation. The raw material was procured on Lot 21, Con. 6, Elmsley. The deposit is practically unlimited, the yield of pure graphite being about six per cent. The mill has a ten stamp battery and five horse-power engine, and employed nearly fifty hands, manufacturing from three to four tons of material daily. The International Mining Co. own the property. A New York company operated a mica mine some years ago on Lots 16 and 17, Con. 9, Burgess, but this has also been discontinued, though the supply is in great abundance and the quality of the article first class.

There are several villages of more or less importance within the limits of this territory, among which are Balderson's Corners, Fallbrook, Ferguson's Falls, Glen Tay, Innisville, and Port Elmsley.

BALDERSON'S CORNERS is on the Bathurst and Drummond townline, about five miles north of Perth. Its registered name is Clarksville, and the official P. O. name simply "Balderson," called for the pioneer of the place, John Balderson, elsewhere referred to as one of the earliest settlers in Drummond. The village contains hotels, two churches, school, two general stores, cheese factory, pump factory, and several mechanics' shops.

FERGUSON'S FALLS (registered as Millford) is situated where the Almonte road crosses the Mississippi, in Drummond, just south of the Lanark township line. It was named for Captain Ferguson, elsewhere mentioned in this sketch. It now contains two general stores, hotel, saw mill, and a number of mechanics' establishments.

FALLBROOK, on Fall River (a tributary of the Mississippi), in Bathurst, contains hotel, store, grist mill, saw mill, shingle mill, and two carding mills. There is also an iron mine located and in operation at this village.

GLEN TAY is on the river of the same name, between two and three miles west of Perth, in Bathurst. There are superior water privileges here, and it is quite a manufacturing village, containing among other industries a very extensive woollen factory, constantly employing fifty hands, and manufacturing from 65,000 to 100,000 yards of fine tweeds per annum. The tweeds from this establishment carried off the first prize at the first Industrial Exhibition at Toronto, and also at the Dominion Exhibition at Ottawa in 1879. There is also a large grist mill, oatmeal mill, saw mill, tannery, stores, blacksmith and waggon shops, &c., &c. The place was originally called Adamsville, after Captain Joshua Adams, elsewhere referred to in this sketch, who here built the first mill anywhere within the "establishment forming on the Rideau."

INNISVILLE, on the Mississippi, in Drummond, a short distance below Ferguson's Falls, also takes its name from one of the early settlers. It contains two stores, church, school, hotel, two woollen mills, grist mill, saw mill, shingle mill, foundry, etc., etc., and possesses a magnificent water power.

PORT ELMSLEY, near the mouth of the Tay, in Elmsley Township, was originally called Barbadoes, and subsequently Pike's Falls. There is a station of the Perth branch of the C. C. R. near here, still called Pike's Falls Station. The place contains a woollen factory, grist mill, two saw mills, hotel, two general stores, church, school, telegraph office, and a number of minor shops of various descriptions, besides the Town Hall of Elmsley. A short distance to the south-west is the celebrated "Rideau Ferry Bridge," which joins the Counties of Lanark and Leeds. This bridge was built several years since at a cost of over $12,000 ; one-half being paid by the Dominion Government and the other half by the County of Lanark.

A glance at the map of the County of Lanark will show that Perth, its chief town and county seat, is situated nearly in the centre of the tract comprised by the above four townships—in fact, upon the adjacent corners of all four ; and its advantages of location are readily apparent, not only from its central position in respect to the early settlements comprising the "establishment forming on the Rideau," but the fine water-power afforded by the River Tay, as well as its rail facilities as the terminus of an important branch of the Canada Central. These facilities have all had their legitimate effect upon the original "military colony;" and we find that Perth—though literally a "town of the good old time," as it has been not inaptly called—is yet the very opposite of what many of the eastern Ontario towns of the olden time really are—nothing but "deserted villages," pure and simple. In fact, Perth is considered, and justly so, one of the most substantial and "healthy" towns (looking at it from the standpoint of material resources) of which the entire Province at present boasts.

To one more acquainted with the activity and push of western life, the place on first sight looks "slow," but a closer acquaintance will invariably confirm the idea above expressed of its prosperity and generally satisfactory condition. The buildings are for the most part rather ancient looking, being composed chiefly of hewn stone, but many of them are exceptionally good ones both among the business blocks and private residences.

The era of the greatest prosperity for Perth was the decade following the building of the Rideau Canal. Although not situated on the originally devised canal, the River Tay was dredged, deepened, "locked," &c., and a branch canal made available to connect it with the Rideau, some eight miles *via* the stream. Perth, therefore, though not on the main canal, became a depot of supplies while the main canal was building, and a permanent home for very many who had been engaged in its construction when completed. The Rideau Canal was commenced in 1826, and operations continued thereon for six years before the entire work was accomplished. Just about the time of its completion the lumber trade began to assume considerable dimensions at Perth, and two years later (1834) it had assumed very extensive proportions, and a large number of wealthy lumber firms made it their headquarters. With the exhaustion of the timber supply in the vicinity, the headquarters of the trade receded from Perth, however, as it has from many other places similarly circumstanced, both before and since.

The Tay River Canal continued to be used very profitably till the building of the Brockville and Ottawa (now Canada Central) Railway, when a great part of the Perth trade was diverted over that channel, being teamed in from Franktown. Finally, when the "Perth Branch" was built from Smith's Falls, the canal fell into total disuse and was entirely abandoned, since which time the improvements which once constituted it a canal have gone to utter destruction and decay. But, as has later proved the case with the Rideau, the Tay River Canal had served its purpose, and in the natural order of things was bound to succumb to greater improvements, and enterprises more suited to the tastes and requirements of modern communities.

With all its improvements, however, Perth did not claim separate municipal existence till the year 1850, being part and parcel, until that time, of the several townships of which it had from the first formed a part. In the last-named year an Act was passed by the Canadian Parliament incorporating it a "Village, with Town Powers," said Act coming into force January 1st, 1851. The Councillors elected for that year were George Cox, John Doran, Robert Douglas, John McDougall, and Murdoch McDonnell, of whom the latter was chosen the first Reeve.

The special Act of Incorporation which constituted Perth a town was passed at the session of 1853, and came into force on the 1st of January ensuing. The following were the first set of town officials : Mayor, Jas. S. Nichol, M.D.; Councillors, George Cox, John Doran, Robert Douglas, J. P. Grant, Francis Hall, David Hogg, R. E. Mathieson, Daniel McMartin ; Clerk, Thomas Brooke ; Treasurer, Josiah Davies.

Mr. Brooke has been Clerk of Perth ever since. The succession to the Mayoralty has been as follows : 1855, James S. Nichol, M.D.; 1856, John Deacon ; 1857, Robert Douglas ; 1858, James S. Nichol, M.D.; 1859-60, John Deacon ; 1861-2-3, John G. Haggert ; 1864-5-6-7-8-9-70, Richard Shaw ; 1873-4, James M. Millar ; 1875-6-7-8, William H. Radenhurst ; 1879-80, Edward Elliott.

The full list of town officials for the current year is : Mayor, Edward Elliott ; Councillors, William Butler, George A. Consitt, John W. Douglas, A. J. Mathieson, William Meighan, William McLeod, William Northgraves, W. J. Pink, H. B. Wright ; Clerk (also Assessor), Thomas Brooke ; Treasurer, Henry Moorhouse ; Collector (and Chief of Fire Brigade), John Keayes ; Auditors, George Kerr and Henry Mayberry ; Chief of Police, Robert Stone ; Engineer, Charles Meighan ; Superintendent of Schools, H. L. Slack, M.A.; Chairman of the (United) Board of Education, Rev. R. L. Stephenson.

The Assessment Rolls of the town show a valuation of $815,940, and a population of 2,845 (which is considered much below the actual number), of whom 850 are resident ratepayers.

The public improvements comprise Town Hall, Fire Engine Houses, and High and Public School Buildings, besides the County Buildings. These latter include Jail, Court House, and Registry Office for the South Riding, and are situated on an eligible and commanding site near the south bank of the Tay. The first Court House was built of brick, on its present location, as early as 1821. Being subsequently burned down, it was replaced by the present handsome cut-stone edifice, which is interesting not only on account of its intrinsic merit and fine situation, but the "plaza" in front is ornamented with two brass three-pounder field-pieces, which possess no small amount of interest from a historical point of view. The inscriptions on them show them to be of Belgian manufacture, about the middle of the last century. They were captured from the French by the Duke of York, in Flanders, and sent with the invading army to the "Thirteen Colonies," where, after being used by the British throughout the Revolutionary War, they were captured by the Americans when Burgoyne surrendered his army at Saratoga. They were then used in the American army up to and during the Anglo-American War of 1812-15, when they were re-captured by the Canadians at the Battle of Crysler's Farm, November 11th, 1813, and used against the Americans during the continuance of that war, when the military authorities presented them to the Town of Perth, and they are now used for saluting purposes on holidays and public receptions.

The Town Hall is a most creditable public building—large, handsome, and commodious, constructed of cut stone, having cost over $12,000, in 1864, of pleasing design and most workmanlike finish, and altogether quite an addition to the appearance of the town. It contains a very nice Public Hall, Council Chamber, Town Offices, and Post Office.

There are two brick engine houses, which, together with the engines (hand) and attachments, are worth about $15,000.

The High School, a most commodious and ornamental brick structure, which accommodates four teachers, cost over $16,000, exclusive of grounds, and appliances ; and the Central Public School, which is of stone, cost over $4,000 to build ; eight teachers being therein employed. In addition to these, there is a Roman Catholic Separate School employing two teachers, but the building itself is neither extensive nor expensive.

There are six churches, of which the finest is St. James' (Episcopalian), costing over $17,000. The Roman Catholic follows closely, with magnificent organ and splendid interior decorations. It cost about $15,000. Some of the others are also quite handsome.

There is a Masonic Chapter, two Masonic Lodges, Orange and O.Y.B. Lodges, and R. C. Literary Society—the latter having large library and public reading room.

It has been said that there is no single attribute of our modern towns from which a more correct estimate may be formed of the general characteristics of the town itself than its newspaper press ; and if this is true, no one need do more than glance at either of the two papers published here, to form a most favorable opinion of the place as a whole.

The *Courier*, Liberal in politics, was started as long ago as 1825, originally as the *Examiner*, which in 1834 merged into the *Courier*, under the control of John Cameron, brother of the late Hon. Malcolm Cameron. Malcolm himself succeeded John in the editorship, which was subsequently performed by James Thompson, the present Sheriff, and afterwards by Charles Rice, the present Clerk of the County Court. In 1863 it passed into the control of G. L. Walker, and five years later, of Walker Bros., the present proprietors. It has a *bona fide* circulation of over 1,500.

The *Expositor*, Conservative, was established in 1861 by Thomas Cairns, the present Postmaster, and Thomas Scott, who afterwards accepted a captaincy in the first Red River expeditionary force. It was subsequently controlled by Messrs. Berford and Elliott, and now for the past four years by A. J. Mathieson, barrister, son of the late Hon. Roderick Mathieson, elsewhere spoken of in connection with the early settlement of Perth. Both offices are fitted with all the most approved modern appliances, and considered on the whole, the Perth newspaper press compares favorably with that of any other town of similar size and importance in Eastern Ontario.

Though Perth cannot by any means be classed under the head of a manufacturing town, yet a number of manufactures of no mean pretensions are carried on here. Among the most important are Lillie's foundry and bolt factory, employing constantly twenty-five to thirty men, and cutting for nuts and bolts alone an average of about twenty tons of iron monthly : Hicks' carriage works, employing from eight to fifteen hands, according to the season ; three other carriage shops, a custom foundry, a steam sash, door and blind factory ; steam bending factory, two furniture factories (one steam), two distilleries, a brewery, two tanneries, seven blacksmith shops, and many smaller industries in various lines.

The commercial importance of Perth is even more than commensurate with its other general attributes, and among its business men are now—as has been ever the case since the earliest settlements—some of the most prosperous and wealthy merchants of any of our provincial towns. The proposed Toronto and Ottawa Railway will, when built, run through the town, which will be one of the chief stations on the whole line. This road will give Perth such additional facilities as to at once advance it to the position of a railway centre of considerable importance ; and the entire circumstances and surroundings of the place bespeak for it a continued and continuous prosperity.

SMITH'S FALLS AND MONTAGUE.

The Township of Montague was so called in honor of an Irish Earl of the same name, who constituted one of the innumerable throng of British nobility, or, more accurately, titled personages, the two terms not being strictly synonymous. It is the extreme south-easterly township of Lanark, and is bounded by Marlborough, in Carleton County, on the east ; Beckwith on the north ; North and South Elmsley (the latter in Leeds County) on the west; and Wolford, in Grenville County, on the south.

The southern border of Montague projects several miles farther south than the general limit of the county, owing to a southerly turn in the Rideau River, where it approaches the western border of the township at Smith's Falls, whence it runs nearly due south, forming the western limit of the township, until it turns in a generally easterly direction, forming the southern boundary in like manner, until it leaves the township and county at Andrewsville.

Montague is the largest township within the county in point of territorial extent, the officially stated area being 66,196 acres. Of this area, the census of 1871 reports 49,824 acres as being at that date under occupation ; 25,451 improved, and 169 in gardens and orchards, a proportion almost incredibly small.

The original survey of Montague was commenced by Mr. William Fortune, in 1874, when the demands arising under the "U. E. Rights" were still unsatisfied, and it was proposed to throw open the forests of Montague to the children of U. E. Loyalists in accordance with the compact of the British Government to furnish every such person with 100 acres of land, free of charge, on their arriving at 21 years of age. This plan appears to have been abandoned, however, with the survey, which remained uncompleted till 1797, when a Mr. Stegman finished the uncompleted task of his professional brother, and the following year witnessed the settlement of the pioneer within its borders. In 1798 Wm. Merrick "crossed the Rubicon," or rather the Rideau, being the first to penetrate to such depths into the forests of the north, and located on the northern bank of the river named, at the spot now known as North Merrickville, which forms a part of Merrickville Village, the major portion of which is located on the south bank of the river, in Grenville County.

Soon after Mr. Merrick's settlement here, he was followed by Captain McCrae, Thomas, James, and Edward McCrae, of whom Thomas took Lot 3, Con. 1, James, Lot 5, Con. 2, and Edward, Lot 5, Con. A ; also John Chester, who subsequently kept store in this latter mentioned location, came in and settled about the same time as the McCrae's, another brother of whom, John by name, located Lot 13, Con. 1, about the same time as did Joseph Barton on Lot 6, Con. A. In 1802, Jesse McIntyre and his son Amasa, located Lots 20 and 21, Con. 2, and Jacob Vandusen took up Lot 23, Con. 2, the same year.

In Smith's "Canada, Past, Present and Future," the author seems to have deviated from his usual accuracy of historic statement, when he mentions that "Montague commenced settling about the year 1816," for if the verbal statements of several of the proverbial "oldest inhabitants" are reliable, the Township had advanced a long way in the direction of modern improvement at the date named by Mr. Smith as the period of its first settlement ; in fact, the population of Montague was stated at 90 souls as early as 1802, and among them appear the names of Henry Arnold, Richard Arnold, William Mars, Gideon Hoskins, Leonard Hodgkins, Thomas Jarvis, Archibald Hill, Daniel Nettleson, Samuel Stafford, and others, a reference to every one of whom would transcend the purposes of this sketch.

In the early history of Montague, as in the primitive days of all other settlements, the educational facilities were narrowly limited, but this did not prevent obedience to the scriptural injunction to *multiply* upon the face of the earth, as was proved by the birth of a son to cheer the backwoods home of Francis and Cynthia Covill, July 27th, 1800, which event gathers its chief importance from the fact of its having been the first of that interesting nature which occurred within the township. The circumstances which contributed most prominently to the first death occurring in Montague constitute a silent though effective commentary upon the increased danger to human life which so inseparably and closely attends every agency of advanced civilization, and especially those of a mechanical character. The event alluded to took place in 1803, when the pioneer of the township, William Merrick, undertook to "raise" the frame of a grist mill on the Rideau, at North Merrickville. There was, as is usual in such cases, a gathering of the neighbors to assist in the heavy task, and in the process of the "raising" a man named Hask was fatally injured by a fall upon some timbers, or a fall of some timbers upon him, we could not satisfy ourselves which. The mill proceeded to completion, however, and for many years stood as a monument not only of pioneer enterprise and energy, but also of the pioneer whose life was sacrificed in behalf of the progression which the completed instrument of his death evinced.

Refering more definitely to the rise and progress of education within the municipality, we would remark that its pioneer school was established as a private enterprise by Jesse McIntyre, before mentioned, in his own house, on Lot 20, Con. 2, in the year 1804, but, some years later the first school-house was erected on Lot 24 of the same concession, though the name of the pedagogue who here taught the "three R's" has escaped the memory of the earliest resident now living thereabout.

This reference to the earliest resident suggests the fact that Mrs. Ezekiel Ross enjoys that distinction, she being the only one now living in the township who settled there during the first decade of this century. Mrs. Ross was born in the State of New York in 1782, whence she moved with her U. E. Loyalist parents to Leeds County, U. C., soon after. Here she met and married Amasa McIntyre, mentioned above, in 1802, since which time her life has been spent in Montague—from a period, let it be observed, when the residents of that township could be counted on one's fingers, and dangers, hardships, and sacrifices of personal comfort were the order of the day, to a far greater degree even than the reverse is the case to-day. After five years of wedded life, however, Mrs. Ross was bereft of her husband by the hand of death, subsequent to which she married Ezekiel Ross, as before intimated, whom she survives, living, at this writing, on her original homestead, Lot 21, Con. 2, at the ripe old age of 98 years.

There were no public religious services held in Montague apparently, till 1815, in which year Ezra Healy conducted worship in the school-house previously mentioned, but no church was erected for several years after this date even.

Previous to 1845 Montague was united, for municipal purposes, with Wolford, Oxford and Marlborough Townships, and owed allegiance to the then Johnstown District, but in the year named was detached from both its former union of townships, and the District named, and attached to the Bathurst District, which was identical in its geographical boundaries with the present Counties of Lanark and Renfrew. No township records of that period are extant from which we can determine the *personnel* of its municipal magnates, but from the records of the District Council we find that Messrs. Knapp and Loucks represented Montague in that legislative body in 1846.

On the establishment of the present system of municipal government, which took effect in 1850, Montague elected R. E. Matheson to the Reeveship, and the Council appointed John Telfor to the Clerkship, in which office he continued till 1864, when he was succeeded by James Maitland, who was followed in succession by William McGill, W. P. Robinson, and John Ferguson, the present incumbent.

For the period which has intervened since 1850, the township's representatives in the County Council may be found in our sketch of the Municipal History ; and for the present year of 1880 her municipal slate is thus composed, viz. :—Reeve, Peter Clark ; Deputy Reeve, James Ferguson ; Councillors, Ephraim Talman, William Box, Robert Livingstone ; Clerk, John Ferguson ; Treasurer, James King.

As regards the topographical characteristics of Montague, it may be interesting to hear the estimate of those features, published in Smith's "Canada," where he remarks in a somewhat uncomplimentary strain upon not only the soil but the people of the township as well. Describing the route from Smith's Falls to Merrickville, he says : "Part of it is good, and the remainder rough and stony. The soil is a loam, varying in consistence, and the timber principally hardwood, with pine, cedar, hemlock, and balsam occasionally intermixed. * * * There are some excellent stone houses along the road, but a large proportion of the dwellings and farm buildings are of a very poor description, and much of the land appears badly farmed. * * * Although some of the land is poor and stony, still a large portion of it is of good quality, and there is no doubt if the country was inhabited by a more active and industrious class of settlers, it would exhibit a very different appearance."

Whether the above quoted remarks were at that time strictly applicable, it is not within our power or province to say, but certain it is that the appearance of this portion of Montague at the present time would denote a radical change for the better from a state such as that described by Mr. Smith, for the present status hereabouts is apparently of the most creditable order, showing that the fine natural advantages with which the southern half of the township has been favored have been well husbanded by her citizens of the present if not of past generations.

The northerly portion of the township, however, is not so fine a stretch of country, from an agricultural point of view, as that to the south, but is broken by the succession of ridges and swamps which have been rather prodigally intermixed among the many small areas of really good soil. There are no villages within its borders of noteworthy importance; but

MONTAGUE, in the Second Concession, is a centre of a small trade, offering the conveniences of mechanics' shops, school, churches, &c., which the moderate distance of the place from Merrickville on the one hand, and Smith's Falls on the other, reasonably demand, and

ANDREWSVILLE, at the south-east corner of the township, called after Rufus Andrews, the pioneer of the locality, which possess the commercial and artisan facilities usually found in a village of 200 inhabitants, including grist, saw, shingle and carding mills, and shops of mechanics. The propriety of referring to the

VILLAGE OF SMITH'S FALLS in connection with the Township of Montague will become obvious from a glance at the map, to determine its location, notwithstanding a lack of identity between its early history and the early history of the township, which latter had become quite thickly settled in other parts before the forest standing where the village named now rears its spires re-echoed the stroke of the woodman's axe.

This was and is owing, apparently, to an inordinate avarice on the part of certain proprietors who monopolized the ownership of the land hereabouts during the early part of the century. The village takes its name from the combination of two circumstances, one of which is quite romantic and emphatically pleasing: the other not being tinctured with even the dissected shadow of romance, and redounding to the injury of the interests of this locality from a time whereof the memory of man runneth not to the contrary. The first and romantic of these circumstances is a succession of beautiful falls in the Rideau River at this point, forming a most picturesque prospect, until it was well-nigh destroyed by the hand of art in transforming the channel of the bounding river into a canal studded with locks which, while they have not utterly destroyed the natural beauty of the scene, have yet rendered it decidedly tame by contrast with its former aspect.

The unromantic feature of the place, which so materially contributed to its receipt of the name it bears, was the ownership of the land on which it stands, by a gentleman bearing the very expressive name of Smith; while the fact of his cupidity inducing him to keep it out of the market, waiting for higher prices, with the additional fact that he held it so long under the incubus of a mortgage that it was finally sold out of his hands, demonstrated the folly of grasping at a shadow and thereby losing the substance, while furnishing the justification for our remark, that his action redounded to the disadvantage of the place, inasmuch as it retarded the settlement here during a period when Perth on the one side, and Merrickville on the other, were springing into importance, and obtaining commercial influence against which Smith's Falls found it difficult to contend.

In 1826, however, the land referred to, lying chiefly on the Elmsley side of the town-line and north of the Rideau, and comprising 400 acres in all, fell into the hands of one Charles Jones, who subsequently sold it to an American, Abel Ward, who cut the first tree in the present village, and erected the first house and mill, the latter institution being supplied with both gristing and sawing machinery. Rufus Collins was the next arrival, and he built a blacksmith shop about a year after the settlement of Mr. Ward.

By this date the Rideau Canal was seriously mooted, and the expectation of its being constructed attracted quite a number to Smith's Falls; foremost among whom were the brothers William and James Simpson, who soon after purchased 200 acres of Mr. Ward's land, before mentioned, and in connection with Mr. Ward, laid out the original village plot through the agency of John Booth, P.L.S. In this year, a Mr. Clues was sent out by the Imperial Government to survey the route of the proposed Rideau Canal, but he was soon superseded by Col. By, after whom Bytown (now Ottawa) was named, and this gentleman soon elevated the canal from a theory to a fact.

To the inception and completion of that great public enterprise Smith's Falls owes her birth as a village, for among its early settlers, many were attracted directly by the prospect of obtaining work on the canal, and the influx of these, in turn, induced the settlement of others, who found the usual openings which present themselves in villages forming on the line of public works.

Three locks were placed in the river at this point, and the splendid water-power thus reduced to such convenient shape was liberally utilized to propel a number of factories which it had induced to the place, and very soon Smith's Falls became the centre of a very considerable trade, and began to assume the appearance and bustle of a village. There lingered in the business composition of the principal owners of village lots, however, a desire for high prices which was found incompatible with local progress. This spirit is referred to by Smith in this strain: "The village does not appear to make very rapid progress. This is partly due to its remote situation, and something is also said to be due to the unwise cupidity of the owners, in asking exorbitant sums for building lots. We are told that no less than £250 was the price demanded for a quarter acre lot in the centre of the village."

After reaching the dignity of about 700 inhabitants, the village appears to have subsided into a state of "masterly inactivity," which was not discarded for a decade or more afterward. In 1854 it became incorporated under a village charter, when the following gentlemen were elected to assume municipal control, viz.: John T. Beckwith, Alexander Clark, W. H. Burritt, Daniel Tierney and James Burleigh, of whom J. T. Beckwith was elected Reeve. At that time the assessed valuation was only $15,027, and the number of ratepayers 94. The valuation of property had increased in the next ten years only $20,544, though the number of ratepayers was 229.

The very moderate progress indicated by these figures is further demonstrated by the assurance that in 1861, according to the official census of that year, the population numbered but 1,150. Since then, however, the citizens appear to have made a "big push" in the direction of progress, and the result is a vastly improved appearance in all respects serving as standards by which to measure the status of a town. The manufactures form the chief feature of the town's importance, but the other branches of trade are so creditably conducted as to place Smith's Falls in advance of the average village of like size in a mercantile sense.

Most prominent among the factories referred to are the Agricultural Implements Works of Messrs. Frost and Wood, established by Mr. E. Frost, in 1839. This factory has enjoyed a long lease of prosperity, and established a most enviable reputation in all parts of Canada as well as in Australia (whither they have shipped large quantities of their products) for the uniform excellence of their machines. Their yearly volume of trade varies from $150,000 to $200,000. They employ 125 men, and disburse about $3,000 per month in wages.

The buildings of Smith's Falls are of a very superior order, and such as would reflect credit upon a much larger place. In the composition of these buildings, in the aggregate, brick and stone have entered in about equal parts, thus pleasantly relieving the monotony which prevails where the one has been used to the exclusion of the other. Fine business blocks grace the more central portion of the place, while the suburbs are adorned by elegant private residences, which bespeak both taste, means and enterprise. In fact, the whole array of physical indications points to the prevalence of a sentiment in this pleasant and thriving village really metropolitan in its character, and unrestricted by the grasping characteristics of narrow minds.

For a list of the successive Reeves of this village from 1854 down to the present, we refer the reader to our General Sketch of the Muncipal History, and here present a list of the local "fathers" for the current year, viz.: F. T. Frost, Reeve; Robert Lewis, Robert Graham, John Shields, and John Iplane, Councillors; W. M. Keith, Clerk; R. W. Bartlett, Treasurer.

The public improvements with which the place is adorned include the Village Hall, a substantial stone building, in which beauty has not been left unobserved. The School Building was erected in 1871, of stone, at a cost of about $2,000. It accommodates both the High and Public branches, over the former of which John O. McGregor, M. A., presides as Principal. In addition to this, however, there is a Ward School in that part of the village known as Elgin.

The churches of Smith's Falls are deserving of more than a passing notice. There are six in all, including Canada Methodist, Baptist, two Presbyterian, Episcopalian and Roman Catholic, and for beauty of design, magnificent proportions, and elegance of finish, they will compare favorably with the sacred edifices of many cities, and reflect the greatest credit upon the taste and liberality of those who contributed to their erection.

The press is here represented by a live local paper called the Smith's Falls *News*, owned and edited by James McLeod, who has creditably upheld the dignity of the profession in his sphere among the villagers. A Lodge of Freemasons (St. Francis, No. 24), and others of different fraternities, furnish the attributes peculiar to these organizations, adding an interesting feature to a village which is in all respects a credit to the region in which it is located, and which but to see is to admire.

ALMONTE AND RAMSAY.

The Township of Ramsay is situated on the eastern range and third tier from the front of Lanark County; and bounded north, west, and south by Pakenham, Lanark, and Beckwith Townships, and east by Huntley, in Carleton County.

The Incorporated Village of Almonte is situated just eastward of the centre of this township, which is traversed from north to south by the main line of the Canada Southern Railway, on which Almonte is an important station.

The Mississippi River also traverses Ramsay from south to north, and Almonte is situated at the crossing of the river and railway. The magnificent water-power of this stream was the first incentive toward drawing to the present site of Almonte the nucleus of the only village of any importance within the limits of the township—since which time the several interests and various historical phases of the two now distinct municipalities forming this region have been so exactly similar, as to render them in reality one for the purposes of our sketch.

The date of the actual first settlement of the township is not within the knowledge of any of the old settlers, although the locality was Lot 12, Con. 9, and Thomas Smart and Robert Wilkie were the men who erected the first human habitation there—on the bank of the Mississippi. Four other men, making six families in all, came in at the same time as the above two, namely, Thomas Lowery, Archibald Muir, Edward McNamee, and Andrew Rae, although it does not seem certain at what date they located, yet it was previous to 1819; and they appear to have been the only settlers in the township till 1821, when Ramsay received a large accession to its population from several ship-loads of Scotch emigrants, chiefly Highlanders, or residents of the cities of Edinburgh, Glasgow and Paisley; and among these were Alexander and Robert Duncan, Wm. Hamilton, Robert McFarlane, John Smith, and John Steel.

Daniel Shipman, an American or U. E. Loyalist, came into the township previous to that date, and during the summer of that year (1821) completed a saw mill at Almonte, and the following year built a grist mill at the same place. Thus Almonte was the first approach to a village within the limits of the township. The place was for years known as Shipman's Mills, and was resorted to from far and wide by settlers in the adjacent townships, and even by those in the adjoining County of Carleton, as far to the north-east as the Ottawa River.

With the facts connected with the earlier development of Ramsay, we are in comparative ignorance; statements of the "oldest inhabitants" being at material variance with each other, from their great age and the length of time elapsing since the several events transpired. In fact, the first accurate report we have of the status of the township—municipal or otherwise—is from official records in the Township Clerk's office, beginning with the year 1836, from a perusal of which it is evident that town meetings were held there previous to that date. The officers elected at this town meeting were: David Campbell, Clerk; Jno. Gemmill, Jno. Dunlop, and Jas. Wilson, Commissioners; Matthew McFarlane, Assessor; and Daniel Shipman, Collector. Mr. Campbell retained the Clerkship till 1844, when he was succeeded by Robert Gibb for four years; Mr. Campbell was then re-elected to the Clerkship in 1848, continuing in the same for many years, being in 1850 the first appointed under the municipal system.

As a matter of interest in connection with the early municipal history of the township, we give the names of the "Commissioners" during the continuance of the old system: 1837, John Robertson, John Drummond and Daniel Shipman; 1838, John Gemmill, Wm. Wallace and, Greville Toshack; 1839-40-41-42 (now described as "Town Wardens"), John Gemmill, Wm. Wallace and James Bryson; 1843, John Gemmill, James Bryson and James Greig; 1844, Duncan Bain, Daniel Shipman, and David Leckie; 1845, Daniel Shipman, James Bowes, and Alex. Nicholson.

The year 1846 was the first in which District Councillors appear to have been elected. The town meeting was held at "Mansell's Schoolhouse," and Wm. Wallace and John Dunlop were the first to represent Ramsay in the District Council. In 1847, the same District Councillors held office; 1848, same Councillors, with Duncan Bain, John Drummond, and James Hart, as Wardens; and in 1849, the last year of the old system, the District Councillors were John Robertson and Daniel Galbraith.

In 1850 the present municipal system came into force, and the first to officiate thereunder were John Robertson, Reeve; Daniel Galbraith, Gravelle Toshack, Wm. Houston, and Wm. Wilson, Councillors; David Campbell (as above stated), Clerk; and Wm. G. Wylie, Treasurer.

For the present year the municipal officers are: Reeve, Daniel Drummond; Deputy Reeve, James Black; Councilors, W. R. Teskey, Joseph McCreary, G. Hamilton; Clerk, Thomas Coulter; Treasurer, J. H. Wylie; Assessor, Peter McRostie; Collector, James Rae.

The Township of Ramsay is of the same dimensions as Beckwith—each containing a little over 63,000 acres—Montague, Pakenham, and Bathurst being, in the order named, larger. At the time of the last Government census it contained a population of 3,218, there being but one township having a greater, viz.: Bathurst, with 3,220. In point of valuation, Ramsay is the highest in the county; the figures, as decided by the last equalized assessment being $912,399; the next highest being Drummond, valued at $905,768.

The above figures would lead to the inference that Ramsay is one of the finest rural sections in its natural features, as well as its acquired improvements. This is undoubtedly the case, the township being classed as among the best in every respect which together comprise Eastern Ontario. The general characteristics of the township include a rolling surface and fertile soil, the whole being magnificently watered by the Mississippi and its tributaries. In fact, nature has been lavish in her gifts to this particular spot: while its original advantages have been utilized by the enterprising settlers, who have made it one of the most desirable and admired of any portion of Lanark.

As already intimated, Almonte is the only place of importance within the limits of the township, though APPLETON near the south, BLAKENEY near the north-east, and CLAYTON near the north-west, are considerable post villages. The former contains three stores, two churches, two hotels, a graded school, telegraph office, saw mill, grist mill, carding mill, and woollen factory, a number of waggon and blacksmith shops, &c., &c., and a population exceeding 300. The location on the Mississippi is a good one, and the water-power afforded by that stream is of the finest description. In the early days this was a great Indian camping ground, and ancient relics abound to connect the memories of the dying race with the now dominant "pale-face." The place is now considered one of the most pleasantly located on the continent, and has become quite a popular resort for pleasure seekers.

BLAKENEY, a village of about 150 inhabitants, was originally known as Rose Bank, but received its present name from Hon. E. Blake. It contains several mills, store, church, hotel, and a number of minor establishments. It has the advantages of the splendid water-power afforded by the Mississippi, on whose banks it is delightfully situated, is a station on the Canada Central, and has, among other industries, a large woollen factory, constantly employing some 25 hands, and manufacturing about 100,000 yards of tweeds annually.

CLAYTON has a population of some 200 souls, and business facilities which include two stores, grist, saw, and carding mills, tannery, hotel, school, church, &c., &c. It is situated on Indian River, which empties into Clayton Lake, and is itself a tributary of the Mississippi. Gold quartz has been found near here (Lot 26, Con. 2) by officials of the geological survey, and assays of the same have stamped it as liable to yield in sufficiently paying quantities to work. As already intimated, the

VILLAGE OF ALMONTE was not only the first settled section of the township, but from the very first settlement was the place of chief importance therein. Some of the facts connected with its earliest settlement have already been referred to. The first white man's habitation in the village is said to have been the log cabin of Daniel Shipman, on the spot where the Post Office now stands. After he got his mills running, he carried on a very extensive business, and about 1835 built a large stone house, which is now known as the Almonte Hotel.

The first store in the place was started by John Gemmill, soon after Shipman erected his mills. The place was for some years known as "Shipman's Mills," then for a time it was called Ramsay Village. Subsequently, one Mitcheson purchased fifty acres on the east side of the river, built another grist mill thereon, laid out part of his purchase into village lots, and called the place Victoria. To settle the confusion of names a public meeting was called, which voted to call it Waterloo, but the Post Office authorities refused to accept the name, on account of another village being already thus named in Waterloo County, and also in Lower Canada. After much indecision and many suggestions, the present name was decided upon at the time it was constituted a Police Village—a status it retained for a number of years, until 1870, when it was organized as a regularly incorporated village, and entered upon the functions of the same at the beginning of the year 1871, with the following as the first list of village officials: Reeve, Dr. Mostyn; Councillors, Gilbert Cameron, Richard Driscoll, Peter McArthur, J. C. Stevens; Clerk, Wm. Templeman; Treasurer, J. H. Wylie.

The officials for the present year are: Reeve, B. Rosamond; Deputy Reeve, John C. Stevens; Councillors, Noble Bennett, T. W. McDermott, and Wm. Willoughby; Clerk, Thos. Coulter; Treasurer, James H. Wylie; Chief Constable and Collector, Henry Patterson.

The business capacity of Almonte may be judged from the fact that there are thirty stores in the place, and about thiry-five other establishments, such as milliners', bakers', butchers', tailors', shoe and tin shops. It is also a manufacturing town of no mean pretensions, its industries including two large gristing and flouring mills, two large foundries and machine shops, one pump and one "dog-power" churn factory, two cabinet factories, two planing, sash, and door factories, three saw mills, one shingle mill, four waggon and carriage, four blacksmith, and four carpenter shops, a boat-building establishment, a "shoddy" mill and three large woollen factories.

There are four hotels, three large schools, and six churches, two telegraph offices, two public libraries (one that of the Mechanics' Institute), Masonic, Oddfellows', and Orange Lodges, national, benevolent, and literary societies, one bank, a large number of practitioners in the several professions, and seat of a Division Court. It is one of the chief stations on the Canada Central Railway, and a very large grain and live-stock market, much of the latter being consumed here by an extensive packing and curing establishment.

The Almonte *Gazette*, published here, is a live local paper of considerable influence. The North Lanark Agricultural Society have their grounds here, which, taken in all, are said to be the best local fair grounds in Eastern Ontario; and the Registry Office for the North Riding is likewise here located.

Among the manufactures noted above, are the celebrated Rosamond woollen mills, one of the largest establishments of the description in the country; while one of the furniture factories is among the very finest, as well as the largest, in the Province.

The success and prosperity of Almonte have been owing to a combination of circumstances, among which are included the immense water-power of the Mississippi, the great advantages offered by the Canada Central Railway, and the energy and enterprise of its inhabitants from

its early settlement to the present time. What this enterprise has accomplished is apparent on every hand: what it may accomplish in the future (though entirely a matter of conjecture, in detail) must, in general results, be a grand continuation and further development of past progress.

CARLETON PLACE AND BECKWITH.

That this township and this village should be thus coupled for the purpose of sketching the outline of their respective histories—of tracing the progress of civilization and improvement within their several boundaries—seems eminently fitting and proper when viewed in the light of their past and present intimacy, in all respects, incident to the settlement and development of the two municipalities, the latter named of which is situated within the former, having originally formed part and parcel thereof.

The Township of Beckwith is the most easterly of the second tier of townships in Lanark (if we take the south as a "base line"), and is bordered on the east by Goulburn Township, in the County of Carleton; on the north by the Township of Ramsay; Drummond joins it on the west; and its southern limit is formed by the Township of Montague.

Within these limits are contained 63,850 acres, only 63,190 of which are within the township named, the balance, 660 acres, being confined within the corporate limits of Carleton Place, the exact location of which village is on Lots 14 and 15, Con. 11, and Lots 13, 14 and 15 of Con. 12 of the township, at its extreme northern line, and of the north-easterly projection of Mississippi Lake. Beckwith stands fifth in the county in order of superficial extent, while in respect of assessed valuation it stands fourth; the "equalized" value of its real and personal property being stated at $701,206, an increase of $2,156 since the last revision in 1879.

Of this total area (as *per* the official census of 1871) there were at that date 51,857 acres occupied, of which in turn 21,227 acres were improved; 14,231 acres under crop, and 156 acres in gardens and orchards. Since that time, however, the total of "occupied" land has increased to 56,044 acres, at which figures it stood in 1879, according to the Assessor's return of that year.

Regarding the nature of the soil and surface of Beckwith, they partake of those features which characterize all sections of territory in which the Laurentian geological formation is predominant, viz.: a variety of soil ranging from good clay loam to very indifferent boulder and rock-covered and underlaid sandy "grit;" and the surface varies from hills of considerable magnitude to swamps of rather broad extent and repulsive appearance; and toward the north-west corner of the township the surface relapses into a lake—the Mississippi, an expanded stretch of the river of that name—which extends in a north-easterly direction from its first point of contact with the township at its western boundary between the 7th and 8th Concessions to its northern limit, just west of Carleton Place. The greater portion of this fine sheet of water lies within the township under review; but Drummond, on the west, also claims a considerable area, and Ramsay, on the north, is favored by a very brief extension of its limpid surface into her territory. The extent of this fine lake, within Beckwith, is about four miles in length, while the width, which is very irregular, will average nearly half a mile.

The north-easterly portion of Beckwith is the most highly favored in respect of agricultural excellence, but along the eastern border, near and north of Prospect, the quality of the soil is also above the average, the swamps referred to being confined chiefly to its other portions.

The township, which was named in honor of Sir Sidney Beckwith, was first settled by the Anglo-Saxon race in 1817, during the latter part of which year a Mr. McNaughton, whose Christian name we did not learn, located on Lot 5, in the 7th Concession; and as he was the only person who located there before the early spring of 1818, perhaps our statement that the township was "settled" in 1817 was premature. In the early part of the following year, however, the pioneer named was followed into the Beckwith wilderness by Duncan McKercher, who located Lot 15, Concession 2. The ice having been thus broken, the following season witnessed the influx of settlers in such numbers and such rapid succession, that to name them all would require more space than is now at our disposal; besides, so lengthy a recital of names would threaten, if not destroy, the interest of the reader to a considerable degree; but among them all we may mention the following, as some of the earliest and most prominent: Finlay McEwan and Archie Dewar, in the 7th Concession; Duncan McDiarmid, Robert, John, James and Duncan Ferguson, in the 5th Concession; Alex. McGregor, Peter Anderson, John Stewart and Donald Kennedy, in the 8th Concession; Peter McDougall, Duncan McLaren, Alex. and Donald Clarke, John and Peter McGregor, in the 9th Concessson; Duncan McEwan, Donald Anderson, John McLaren, John Cram, and John Carmichael, in the 10th Concession.

It would be superfluous to add to a recital of these names, the statement that their owners came from the Scotch Highlands; but that they came in concerted co-operation to form a colony, in 1819, in the three ships, *Sophia*, *Jean*, and *Curlew*, is an incident worthy of mention, and one which does not connect itself as naturally and intimately with the fact of their settlement here as does their nationality with their names.

The survey of this township was accomplished in 1816, or very soon thereafter, by Messrs. Booth and Sherwood, and the settlers found everything in the way of definite location of lots already performed when they arrived to commence the battle with the Fates within its borders. The inference to be drawn from this statement, however, does not negative the idea of the innumerable other hardships and privations which so inseparably attend the pioneer in his endeavors to plant the twig of agricultural affluence in the heart of the forest; but of such trials, vicissitudes and sacrifices of comfort, the early residents had their full share, though they were borne with a degree of courage, patience, and philosophical content which could have but one legitimate result—the subjugation of the forest to the attributes of progressive civilization.

In common with the residents of the more westerly townships in this tier, those of Beckwith were obliged to resort to long distances, during the earlier period of their new locations, to obtain the necessaries of life at the centres of the then primitive and undeveloped commerce of this region; but when the spirit of trade extended itself to the settlement on the Tay, which subsequently received its present name of Perth, that point offered all the commercial advantages which the very limited means of the pioneers allowed their availing themselves of.

Very soon thereafter a commercial centre of no small comparative importance sprung up at the northern extremity of their own township, which materially reduced the inconveniences hitherto attending even a trip to Perth over the then primitive and very indifferent trails which served as substitutes for roads. We refer to the establishment of trade facilities at what has since become the

Village of Carleton Place, the history of which may be thus summarized:—

In 1818, Edmund Morphy, accompanied by his sons William, John, and James, located Lots 14 and 15 of the 12th Concession, at which former point the Mississippi Lake discharges its wealth of waters into the river of the same name, which, in turn, traverses the lots mentioned from west to east, with slight northerly inclination, and somewhat north of their centre. Here they built the first house ever erected within the confines of the present village, which still stands on the south bank of the river, a monument of pioneer achitecture. In 1820 two of the sons named added each a house to the adornments of the locality, and the same year a Mr. Coleman purchased the water-power along one half of the Morphy farm with intent to build a mill thereon.

The price agreed upon for this water privilege was that Coleman should grind a bushel of wheat in the contemplated mill within six months from the date of sale. Discovering his inability to perform the condition, however, Mr. Coleman disposed of his interest to Hugh Bolton, who assumed the obligation mentioned, and within the allotted time ground the specified quantity of wheat on stones of his own preparation, thus securing the property and the distinction of being the first to build a mill between Perth and Bytown, now Ottawa.

Around this nucleus there soon collected a hamlet, to which the peculiar circumstances of backwoods life accorded an interest and importance far in excess of that attaching to places of like size at the present day; and recognizing the necessity or convenience of having a name for so important a place as it had now become, it was thenceforward distinguished by the cognomen of Morphy's Falls, the appropriateness of which is obvious.

In the same year (1820), blacksmith and cooper shops were started by Wm. Moore and Robt. Barnett respectively, and that there were thus early several families residing in the limits of the present village is evident from the fact that Thomas and George Willis, two brothers who had settled a short time previously, that year witnessed a "marrying," and participated in a "giving in marriage" of their respective daughters, the one to John, the other to William Morphy, the sons of Edmund Morphy above referred to. The year previous to this, however, had witnessed the first birth of a white child in the then future trade centre, the parents being —— Morphy and wife.

In 1821 Alex. Morris started a tannery, potash factory, store, and "groggery" which the reverence of that period dignified by the name of a "hotel." John Loucks opened a store in 1822, and from that date the progress of "Morphy's Falls" towards the enviable position which it now occupies as a centre of business activity, has been at all times perceptible.

Educational affairs began to claim attention in the early history of the hamlet, and about 1825 the first school-house in the village was built on the allowance for road between the two Townships of Beckwith and Ramsay, at the corner of what is now the main street of the village. The architectural design of this magazine of mental instruction was by no means elaborate or beautiful, but it is described as an "unsightly log shanty," in which, nevertheless, the "workmanship" of the "young idea" was undoubtedly as carefully superintended by Mr. Kent, the pioneer pedagogue of the place, as though he had brandished the birch in a more pretentious edifice.

Spiritual interests were first advocated in this village by Rev. Mr. Hart, of the Episcopalian persuasion, who held services in the house of Frank Jessop, prior to the building of a church; but the Methodists were the first to secure the erection of a house of worship, which was built on the site of the present Methodist Church as late as 1831, prior to which they had worshipped in the school-house mentioned.

Referring to the township and its history during this period, we find that Mr. Hart was the first to hold religious services within its borders, as well as within the village last alluded to, he having come in as early as 1821 or 1822, and officiated in a church built in Franktown the latter year. In 1824, Mr. Buchanan, a Presbyterian clergyman, came in and preached in the central portion of the township for a considerable period before being provided with a church in which to expound the Word; but that convenience was furnished as early as 1833, its location being on Lot 14, Con. 7. Lot 24, Con. 6, claims the distinction of having been the site of the first school-house in the township south of Morphy's Falls, the date of its erection having been 1824, and James Leslie its first teacher; but about the same time a similar institution of learning was opened in Franktown, with Mr. Kent, before mentioned as the first teacher at Morphy's Falls, in charge.

Within the present limits of Beckwith the first birth of a white child took place in 1819, the party round whom the preponderance of interest gathered on that occasion having been Jonathan Beckwith Moore, as afterwards christened. No death occurred to mar the enjoyment and sever the circle of the primitive settlement until 1822, when Peter, son of Donald Ferguson, of Lot 9, Con. 4, succumbed to the effects of a cold contracted while working in the Rideau River, in connection with some public improvements.

But to recite in detail the various and numerous incidents of the early years of Beckwith's history, would require more space than is at our disposal, so we pass to more significant events, with the remark that during the entire period between the original settlement of this township and the present, its history has been one of progress and development, unimpeded by stationary or retrograde periods. Beckwith has always enjoyed a separate municipal existence since the dawn of municipal government in Canada. Of the period during which the system of government by "Districts" obtained in Canada we have no authentic information (owing to the destruction of the records of the *personnel* of Beckwith's representatives) beyond the fact that Robert Davis represented the township in the old Bathurst District Council in 1849. In 1850, however, the Municipal Institutions Act came into force, under which the "Districts" were abolished; counties assumed separate command of their internal affairs; and Township Councils were for the first time established.

In Beckwith, in the year named, we find the Council to have been composed of Messrs. Robert Bell, Robert Davis, James Burris, and John McDiarmid, of whom the former was elected to the Reeveship. Mr. Ewan McEwan was appointed to the incumbency of the Clerkship, a position which he has ever since retained, discharging its duties in a manner at once highly creditable to himself and eminently satisfactory to the people whom he serves. Mr. McEwan is of Scotch nativity, having come out in the *Sophia* with his father, and "grown up with the country" in the words of the celebrated American journalist and philosopher. He has also held the keys of the township treasury since 1860, and has officiated as Postmaster of Franktown since the opening of that office about 40 years since. Prior to his appointment as Township Treasurer, Mr. James Redmond officiated in that capacity.

For the current year the following named gentlemen comprise the Municipal Council of Beckwith:—Archibald Dewar, Reeve; James B. McArthur, Peter McDougall, Duncan McGregor and Wm. Goth, Councillors. The material resources of the township are apparent in its high assessed valuation, including $399,425 of real, and $58,240 of personal property; a population of 2,000 active, energetic and progressive citizens, and the splendid quality of a large portion of the land in the township; while the railway facilities offered by the Canada Central Railroad, which traverses the entire length of the township from north to south, make it a most desirable and accessible locality for the pursuit of husbandry, which peaceful and honorable art bears every appearance of being skilfully and profitably practised within the borders of this municipality.

Reverting once more to a consideration of affairs about Morphy's Falls, subsequent to the impetus received from the incidents mentioned as connecting themselves with its earlier history, we find that on the 23rd April, 1824, this was the scene of a riot of considerable magnitude, which occurred between a body of Irish immigrants calling themselves "Ballygibinets," on the one hand, and a party of Scotch militiamen, who were at that time engaged in drilling in the place. At the particular hour of the riot, however, the Scotch were drinking patriotic toasts at the house of Alex. Morris, where they were attacked by the Irish and several of them severely injured, as were also some of the attacking party, by rifle shots and otherwise. The affair resulted in a succession of hostile meetings, at which blood was shed; and finally culminated in the arrest of many of the rioters, and their subsequent conviction before the Court at Perth, by whom several of them were imprisoned.

In 1830 the name of this place was changed, through the influence of Caleb S. Bellows (at that time Postmaster), from Morphy's Falls to Carleton Place, which latter name has some advantage at least in the way of euphony. The alteration, however, was suggested by the proximity of the place to Carleton County, as alleged, though it is several miles removed from the borders of that municipal division.

Carleton Place took a perceptible stride in the progressive scale when the Canada Central Railway was completed to its precincts, and being situated at the junction of the main line and Ottawa branch of that road, has raised it to the dignity of the most important station on the line between the respective *termini*. Quite early in the history of the village the business of manufacturing began to be developed, and from the establishment of the grist mill, before mentioned, in 1820, down to the present, the spirit of manufacture has been quite lively, and for a number of years, commencing with the establishment of a distillery in 1825, by Frank Jessop, the *manufacture of spirits* was carried on with results of the most *lively* description, until the traffic collapsed under the pressure of diminished profits and public sentiment, about 1834.

It is since the incorporation of the village in 1871, however, that the claim of Carleton Place to the distinction of a manufacturing centre has been more materially demonstrated, the most prominent feature among the many attributes of progress in this particular being the large woollen factory operated by W. H. Wylie. This establishment includes a building 4½ stories high, with additions of wings, outbuildings, &c. The interior is fitted up with three setts of 48-inch cards, 16 narrow Crompton looms, five broad looms, and other machinery to correspond, all of the most approved patterns. The product of this factory is about 3,000 yards of finished cloth per week; the manufacture of which employs about 70 hands, among whom $1,500 is disbursed in monthly wages. Besides this there are two other woollen mills in the village.

Another factory deserving of note is the "Central Canada Machine Works," built by John Gillies, in 1875, for the purpose of manufacturing the heavier classes of machinery for use in mills, &c., including steam engines, water wheels, rotary pumps, presses, saw, grist and woollen machinery. These works are operated by Messrs. Gillies and Beyer, and their machinery has found its way into the most remote portions of Keewatin. As these are fair samples of the different branches of manufacturing carried on here, though the most important in their respective lines, it would not be within the spirit of the present sketch to discuss the attributes of each establishment in detail; but suffice it to state that the manufacturing interests of the village are well developed, and their general status eminently satisfactory, a condition to which the excellent water-power furnished by the Mississippi River has very materially contributed.

Carleton Place was incorporated as an independent municipality in 1870, and assumed the functions of village government the first of January following, under the control of the following named gentlemen, who composed the Council, viz.: Robert Crampton, Reeve; Wm. Wilson, M.D., John Graham, Patrick Galvin, and Wm. Kelly, Councillors. James Poole received the appointment of Village Clerk, and James Gillies that of Treasurer.

Mr. Poole retained the Clerkship until 1874, when he was succeeded by Robert Crampton, who in turn made room for Robert Waugh in 1877, which latter named gentleman was followed in the incumbency in 1878, by A. R. G. Reden, who still retains the office; the Treasurer's office being now filled by Finlay McEwan, who has held the position since 1875. For the current year the gentlemen named below constitute the Council: W. H. Wylie, Reeve; J. F. Cram, Duncan McLaurin, Thomas Greig and John McDonald, Councillors.

The architectural feature of this village is one deserving special note, eclipsing, as it does, that of the average Canadian village. The private residences are of a superior order, some of the finest among them being built of a fine quality of stone with which the Laurentian regions abound. The churches, of which there are two Presbyterian, one Methodist, and one Episcopalian, are very creditable edifices, especially Zion Presbyterian, and Methodist Churches, the former being of stone and the latter of brick.

The appearance of the public buildings betokens both taste and enterprise on the part of those who designed and erected them. The most prominent of them are the High and Public School buildings, constructed at a cost of about $12,000. These schools enjoy a good reputation for efficiency, and employ ten teachers in all, only two of whom are connected with the High School, of which J. S. Jamieson, B.A., is Principal. The Village Hall is a handsome commodious stone building, furnished with a public hall and the several offices incident to the carrying on of village government, the whole of a character to reflect credit upon the progressive spirit and cultivated tastes of the villagers.

In the other attributes of a live and growing village, Carleton Place is not lacking. That great engine of social and political progress, the Press, has two able and prosperous representatives here. The senior of these is the *Herald*, owned and edited by James Poole, by whom it was founded in September 1850, from which date the ability which has characterized its management has raised it by degrees higher and higher

in the public favor until now it enjoys a *bona fide* circulation of 3,000 copies weekly, and a political and moral influence of commensurate extent, which is exercised in the interests of the Liberal party. The *Central Canadian* was founded in 1876 by W. W. Cliff, the present editor and owner, who has succeeded in his endeavor to make his journal the most thorough reflector of local events and advocate of local interests throughout the county of any paper published within its borders. In national politics the *Central Canadian* flaunts the colors of Conservatism, and is highly respected as an honest and able exponent of the views of the present dominant party.

The fraternal spirit is here fostered by the influence of several lodges of the societies most common in Canada, most prominent among which are "St. John's," No. 63, A.F. & A.M., and "Stella," No. 125, I.O.O.F., while the Orange and Young Briton elements are also represented.

To this recital of the more conspicuous characteristics of Carleton Place, it would appear little need be added to convey at least an approximate idea of the importance of the place in a commercial sense. At the incorporation of the village its population, as *per* the official census of 1871, was 1,205, but the Assessor's return for 1880 places the present number at 1,900, which is probably too low an estimate, as returns of assessors the country over are proverbial for their inaccuracy in this particular, the inaccuracy usually taking the form of an under-estimate.

While there is nothing to warrant the present presumption that Carleton Place will ever expand into a metropolis and rule the commercial spirit of the country, yet there appears no impediment to its development beyond its present proportions to a degree of importance which will place it in the front rank of Canadian towns; and we are constrained to admit that if the industrious and progressive enterprise of her present citizens can achieve that desirable result, none need despair of its ultimate accomplishment.

LANARK VILLAGE AND TOWNSHIP.

A retrospective view of the incidents which are woven into the web of history representing the original settlement of these now distinct municipalities, reveals the complete identity of the facts surrounding the one with those which lend character to the other, so intimate were their relations in those early days, when the village of the present formed part and parcel of the original township; therefore our reference to them in the present connection is made in the interest equally of convenience and accuracy.

The village named is located in the extreme southern part of the township, very near the western limit, and is traversed by the River Clyde, which furnishes first-class water-power. The township lies directly north of Drummond, east of Dalhousie, south of Darling, and west of Ramsay, and contains a superficial area of 59,667 acres, while the unusually large area of 2,933 acres is included within the village limits. Of this total in the township, there were, in 1871, 35,396 acres occupied, 16,543 improved, and 10,463 under crops; but the Assessor's return for 1880 shows the area of cleared land to be 23,626 acres, and the total valuation of the township (including a personal property item of $48,680) to be $483,825. The population of the village in 1871 was 740 (though it has since increased to the neighborhood of 1,100), and of the township, 2,270.

The peculiarities of the topography of Lanark Township include a large area in the south-eastern part of rough and broken land, which is thus rendered almost unfit for agricultural purposes, but toward the central portion the character of the soil displays a vast improvement, and a very considerable breadth of fertile territory stretches from near the eastern almost to the western boundary, having the little Village of Middleville as its centre. All the balance of the township may be described as "broken," yet even amid the roughest areas there may be found small stretches of great fertility and attractiveness, which have been developed to their full capacity by the spirit of agriculture. The soil in the better sections varies from a clay loam to a sandy loam, but in the inferior parts what little soil exists is scattered so sparingly among the rocks and boulders, or is spread in such a thin sheet over the vast flakes of larger rock, that its particular quality, coupled with diminutive quantity, is not sufficiently interesting to warrant its description. All in all, however, Lanark may be said to contain as fair a proportion of good land as any township in the northern part of the county.

The original settlement of Lanark Township commenced in the vicinity, and on the site of the present Village of Lanark, which (as will be seen by reading our sketch of Dalhousie) had no existence except *on paper* (and that paper nailed to a tree), on Sept. 30th, 1820, when the pioneers of Dalhousie came in. Many of the first settlers in this township came out by the assistance of the Government Colonization Scheme explained in our General History of the early settlement. Among the first of these were, John Mair, Charles Isdale, John Turreff, and Duncan McPherson, who left their families in Perth, in the fall of 1820, while they pushed on northward on a prospecting expedition. Arrived at the present site of Lanark Village, they found the Government surveyors were just about completing the survey of the village plot, and on the north bank of the Clyde, they found a hut constructed of bushes, in which Brevet Lieutenant-Colonel Marshall resided with a clerk, for the purpose of locating the settlers as they came in, and registering their locations for the Government. Being favorably impressed with the appearance of the locality, these parties returned to Perth, and brought their families out to the Clyde, where they erected temporary huts on the south of that stream as a means of shelter, until they should definitely determine on their respective locations, and build more enduring habitations. The original log house of the village was built forthwith by David Bowers, whose example was closely followed by Alex. Ferguson, James Hall, and others in the same locality, and the ensuing fall Capt. Marshall opened a Government general store in a log building just erected.

The following spring Alex. Ferguson opened the second store of the village in his house, and completed the same year a grist mill on a site which the Government granted him, with two hundred acres of land, in consideration of the benefit bestowed upon the new settlement by his enterprise. A sufficient number had already settled on the village plot to impart to the place quite a busy aspect, and this force of pioneers was supplemented in the early part of 1821 by a second detachment, who came out from Scotland under the same auspices and attracted by the same inducements as themselves. A number of this second contingent took up locations on the hill, just south of the river, where they erected several log houses, and started what promised to expand into a village. Among the "institutions" of this embryo village were no less than four taverns; but when the Government bonuses became exhausted, the new settlement experienced a period of "commercial depression" which resulted in several of the settlers returning to their native heath, while others removed to the United States, and the little settlement which had made such fair promise almost completely collapsed, and was only resuscitated when the tide of general emigration expanded thither under the influence of a continuous influx, and gradually spread to the almost abandoned locality.

The majority of the pioneers, however, pushed on beyond the limits of the village plot, and formed a prosperous settlement about where the hamlet of Middleville now stands, and among them were the four previously mentioned, viz.: John Mair, Chas. Isdale, John Turreff, and Duncan McPherson. There were also James Smith, Archibald Rankin, John Mitchell, and James Campbell in the same locality, the latter named gentleman having came in as an independent settler without availing himself of Government aid.

To extend the list and name some others who were among the earliest to encounter the uninviting incidents of pioneer life in this township, we would mention Wm. Scott, who came out in 1821, and still resides on his original location, Lot 12, Con. 4, at the age of 82 years; Peter Reid, Alex. McMillan, and James King, all of whom, with the exception noted, are since deceased.

A school-house was erected where Middleville now stands in 1822, and was occupied by Robt. Mason, as teacher. A stone church was built in Lanark Village the following year with funds raised for the purpose by subscription in Lanarkshire, Scotland.

We have no documentary evidence regarding the *personnel* of the representatives of Lanark in the old District Council prior to the last year of its existence, 1849, when that honor was worn by Messrs. John Hall and George Tennant. From the time of the improved system of municipal government, however, the usual records exist in the office of the Township Clerk, and from them we learn that Lanark and Darling enjoyed a united existence up to 1853, in which latter year Darling withdrew from the connection and each has since maintained a separate local control. The officials elected and appointed for these townships for the year 1850 were: Andrew Ferguson, Reeve; Alex. Stewart, Robt. Stead, Robt. Robertson, and John Madden, Councillors; J. R. Gemmill received the appointment of Clerk; and Robt. Mason, Collector.

The progress of Lanark Village continued to fulfil the promises of future importance which many people discerned in the circumstances attending its career through the first decade of its history, and rising from one stage of affluence to another, step by step, till the year 1862, when it assumed corporate dignities, and in August of that year elected the following gentlemen to man the municipal ship then launched, viz., A. G. Hall, James Drysdale, Wm. Robertson, Peter McLaren and Thomas Baird, and the Council then chosen appointed Wm. Robertson to the Reeveship; John Wright, Clerk; Francis Turner, Collector; and Adam Craig, Treasurer.

The municipal officers for 1880 are, for the village, A. G. Dobbie, Reeve; Thomas Baird, Boyd Caldwell, David Munroe, and Robert Robertson, Councillors; Wm. A. Field, Clerk; Finlay McIntyre, Treasurer. For the township the list stands, A. R. McIntyre, Reeve; Arch. Rankin, Clerk, and Wm. Croft, Treasurer.

The Village of Lanark is situated twelve miles north of Perth, and having no railway facilities, is dependent upon wheeled conveyances for intercourse with the outside world, receiving a daily mail by stage off Perth. Though there is nothing calling for special comment in either village or township beyond what has been already remarked, we might add, without doing violence to facts, that appearances indicate the prevalence of enterprise and industry to an admirable degree.

PAKENHAM TOWNSHIP AND VILLAGE.

This township, which was named after Col. Pakenham, an officer in the British Army, is the north-eastern municipal subdivision of Lanark County, being bounded northwards by the Township of McNab, in Renfrew; on the east by the Township of Fitzroy, in Carleton; and on the south and west respectively by Ramsay and Darling.

It is the second in size, containing 64,000 acres, only Montague being larger, but only sixth in valuation, with $631,026 reported in the latest returns. At the time of the last official census, it was the fourth township in population, with 2,426 inhabitants.

The topography of Pakenham is varied. The central portion is quite rough; the western considerably broken; while the eastern, north-centre, and south-centre range from very flat to nicely rolling. The rougher portions are within the Laurentian geological formation, consequently preponderating with rock; the medium belongs to the Glacial period, and boulders predominate; while in the smoother sections, being of the Post-Glacial or Recent deposits, there is an almost entire absence of stone, and the soil is a mixture, varying from heavy clay to clay and sand loams of more than ordinary excellence of quality. This latter statement is apparent from the fact of the aggregate comparative valuation and population, when the large extent of its worthless territory is considered. In short, those portions which *are* good are not only exceptionally so, but are naturally very thickly settled. There are many very fine farm residences and beautifully improved and productive farms, the principal cereal crops being wheat, barley, peas, and oats.

The Mississippi River runs through the south-eastern portion of the township, and supplies magnificent water-power at the Village of Pakenham. Here the Canada Central Railway crosses the river, thus giving the place the advantages of both natural motive power and cheap transportation facilities; and Pakenham Village being situated near the centre of the best and most thickly populated portion of the township, those advantages have been in great measure the means of advancing its interests as a whole, as well that portion comprising and immediately surrounding the village. Numerous other streams run from the north-west into the Mississippi, draining a number of small lakes such as are to be found in profusion everywhere among the Laurentian hills.

The Dickson family from County Down, Ireland, are said to have been the first settlers in Pakenham in the year 1823, on Lot 8, Con. 7. Shortly after this several families came in and settled near the centre of the township. These included the Connerys from County Down; the Lowes from County Limerick, and the Rosses, who were Scotch. James Connery was the first who taught school in Pakenham, the building being erected on Lot 6, Con. 7—of logs.

The first actual settlers in the vicinity of Pakenham Village were James Harvey and John Powell—unmarried men at the time—who built a small log cabin on the east bank of the river just at the end of the present bridge, on the main road to Ottawa. This was about 1825, at which time a dense pine forest covered the earth where the busy village now stands. These men at once set about building a frame grist mill, which they sold in 1828 to the late Andrew Dickson. One Hume came with or very closely followed Harvey and Powell, and he also built a log cabin, into which he put a small stock of goods, and kept a little store.

When Mr. Dickson purchased the mill, as above related, he also purchased the store from Hume. He likewise soon after added a saw mill, and the village growing apace, he carried on a very large business here. The place received about this time the advantages of a mail, under the official name of Dickson's Mills, by which it was known many years.

In 1830 the first public house, known as the "Norway House," was started by Wm. McAdam. In 1835 the first church (Presbyterian) was erected. The village continued to prosper, and in 1844 Mr. Dickson added a carding mill to his other enterprises. In 1856 he laid out the village plot, and registered it under the name of "Pakenham," by which it has since been known. It is now a station of no little consequence, containing a population of over six hundred; is quite an important produce market, and the seat of considerable manufactures in cheese, flour, leather, lumber, and woollen goods; has the best mail, express and telegraphic facilities; and commands a local trade, indicated by the presence of twenty mercantile establishments of various kinds, of which six are general stores. There is a Masonic Lodge, L. O. L., Township Hall, six churches, and High and Public Schools.

Mr. Dickson, the "father" of Pakenham, was a native of Dalkeith, Scotland, whence he emigrated to Nova Scotia in 1819, and to Lanark County in 1821. He settled first at Perth. He was subsequently appointed Sheriff of the old Bathurst District, succeeding John Powell in the incumbency of that office.

The earliest record we have of any municipal organization in Pakenham is in connection with the year 1836. These records do not establish the fact of previous organization, or otherwise; but we find that Andrew Dickson, Jr., was then elected Township Clerk, and Andrew Dickson, Sr., Hugh Dickson, and James Scott, Commissioners. Andrew Russell was Clerk in 1837-8; James Connery, 1839-40-41-2-3-4, from which last-mentioned year till 1850 no records exist. The township government was monopolized, during the above time, in a great measure by the Dickson family, Samuel Dickson, Andrew Dickson, Sr., Andrew Dickson, Jr., Hugh Dickson, James Dickson, James Scott, Owen McCartney, James Waddell, David Ogilvie, George Parker, Thomas Bowes and John Riddell, at various times filling the offices of Commissioner or Town Warden, up to 1842, which was the first year of the existence of District Councils. Andrew Dickson was elected to the office of District Councillor in 1842, 1843, and 1844, subsequent to which we are in ignorance of the *personnel* of the Pakenham District Councillors, for reasons above explained.

When the present municipal system came into force in the year 1850, the following gentlemen were elected the first Councillors thereunder: Wm. McAdam, James Dickson, Peter Russell, David Ogilvie, and Young Scott. Mr. McAdam was chosen by the others the first Reeve, and James Connery, the old Clerk, was re-appointed to the position, and has ever since continued to discharge its duties, having enjoyed the longest continuous incumbency of the office of any municipal clerk in Upper Canada, so far as we have been able to learn. In fact, this township is rather noted for the official longevity of those who have run the municipal machine, there having been but two changes in the Reeveship since the office of Reeve was first created. Mr. McAdam filled the office eight years; he was then succeeded by Young Scott, who continued in it for seventeen years—1859 to 1875 inclusive. In the year 1876, Samuel S. Dickson was elected Reeve, and has ever since continued to discharge the duties of the position.

The full list of the township officers for the current year includes: Reeve, Samuel S. Dickson; Councillors, John Comber, Wm. Lowe, Sr., John Smith, John Steene; Clerk, James Connery; Treasurer, Thomas Ellis; Assessor, Wm. Connery; Collector, Wm. McMunn.

There are no villages in Pakenham except the one of the same name, already described, and the township may therefore be defined as an almost strictly agricultural community, although much of its area is practically unfit for tillage, and will always remain so. It is also practically certain that the poorer parts, from an agricultural point of view, are rich in mineral treasures; but the exact locations, varieties, and approximate quantities have not yet been settled by experiment. We may safely infer, however, that with the development of the latent resources of this locality—which must sometime come—Pakenham will assume a position of much greater prominence than the present one, which is even now by no means unimportant, whether relatively or absolutely considered.

TOWNSHIP OF DARLING.

Occupying a central place in the northern tier of townships within Lanark County, Darling is bounded on the north by the Township of Bagot, in Renfrew; on the west by Lavant; Lanark Township forms its southern—and Pakenham its eastern confine.

Besides being one of the most northerly, it is one of the most sparsely settled and roughest townships in the county; the predominant characteristics of its topography being a prevalence of hills, rocks, and boulders, which constitute something more extreme than a merely "rolling" surface, and impart a decidedly broken and uneven aspect, while rendering the township generally of quite indifferent agricultural merit. The soil, even in the most favored localities, is of a rather light quality, and liberally interspersed with boulders and limestone rock.

A comparatively small area of only a few thousand acres, lying to the south and east of Tatlock Village and traversed by the Indian River, is considered the choicest portion of the township, almost the entire balance being cut up with ravines, swamps, lakes, and bold escarpments of the Laurentian formation, which predominates throughout this region.

The area embraced within the boundaries described comprises 52,000 acres, of which there were 20,594 returned as "occupied" in 1871, in the census enumeration, but of this extent only 8,107 acres were improved, and the acreage under crop was about 4,481, which figures form the most reliable commentary upon the agricultural characterestics of the township.

Darling received its first settlers soon after immigration into the more southerly townships became general, and Hugh O'Brien is said to merit the distinction of being the pioneer of the township. The increase in the population was such, toward the close of the first half of this century, that Mr. Smith, in his work on "Canada," says of the township: "Darling is but little settled. In 1850 it only contained 571 inhabitants, and 1,606 acres of land under cultivation. The quantity of produce raised was consequently very small." Twenty-one years after, the population numbered only 801, which would indicate that Darling reached the zenith of its prosperity several decades since.

Notwithstanding the rather sparse number of its inhabitants, however, Darling existed as a separate and independent municipality, under the law which was superseded by the Municipal Act of 1849, and we find from a record in possession, that during 1849 John McLaren, Jr., represented the township in the old District Council; but regarding its respective representatives in that body prior to the year mentioned, we cannot speak for want of authentic information. When the present system of local government was inaugurated in 1850, Darling was united to Lanark as the junior township, but in 1854 it took its place

once more among the independent townships of the county, under the control of the below-mentioned gentlemen as constituting the Council; viz., Hugh McIntyre, John Coulter, John Caldwell, David Boyle, and James McIlwraith. John Caldwell was the first Reeve; James Watt, Clerk and Treasurer; P. Guthrie, Assessor; Wm. Cochrane, Collector.

For 1880 the municipal slate is thus made up, viz.: Wm. J. Rintoul, Reeve; James McIlwraith, John Caldwell, Thomas Murphy and Wm. Hall, Councillors; Alex. Watt, Clerk and Treasurer.

From the latest Assessor's return, we glean the following statistics, as tending to show the present *status* of Darling's material resources. Area cleared, 8,931 acres; assessed valuation of real estate, $50,057; do. personal property $20,348; which, with 15,697 of non-resident land, foot up a total of $86,102. The present population of 702 shows an increase of less than 200 during thirty years last past; and indeed, if this exceedingly moderate progress is not sufficiently explained by our remarks regarding the character of the soil, etc., within the township, a brief official survey of the surface would suffice to fill the gap left by our incomplete description, and convince one that though there be fair and fertile sections within its borders, yet its general status as an agricultural township cannot—observing a due regard for facts—be highly rated.

DALHOUSIE, NORTH SHERBROOKE, AND LAVANT.

These three townships form a municipal union, under the title as recited above; and for this reason, among others of equal cogency, we choose to treat of them all in one connection for the purposes of this sketch. They occupy the north-westerly corner of the county, the township last named being located in the extreme corner, with Dalhousie directly to the south, and North Sherbrooke to the west of the latter, along the western border of the county.

The boundaries of this trio of townships are thus formed, viz.: on the north by Blythefield, in Renfrew; on the west by South Canonto, in Renfrew, and Palmerson in Frontenac; on the south by South Sherbrooke and Bathurst; and on the east by Lanark and Darling.

Contained within the three townships is an area of 137,630 acres, or a trifle more than 215 square miles, of which, in 1871, there were 63,532 acres occupied, while of this area but 25,180 were improved, and 14,514 under crop; and in the territory there was then contained a population of 2,295. The population is principally confined to Dalhousie, though North Sherbrooke contains several hundred residents, and Lavant is scarcely considered as "settled" at all, as there are but two localities—called respectively North and South Lavant—where civilization has taken root and promises any considerable development.

As is the case with the other townships in the immediate neighborhood, this territory owes its limited population to the nature of its soil and character of its surface. The most rugged and uninviting features of the Laurentian geological formation are here displayed; and the succession of rocky hills, dismal swamps, lakes, rivers and ridges sufficiently explains to the observer why these townships never reached an enviable place in the scale of agricultural excellence. It must not be inferred, however, that this stretch of territory is entirely devoid of soil such as would tempt the eye and kindle the admiration of the husbandman; for, scattered throughout the two southerly townships especially, like clusters of radiant flowers on an Alpine slope, are many decidedly handsome and comfort-suggesting strips and squares of fertile country, rendered doubly attractive by contrast with the repulsive aspect of their several surroundings. But with the immense heaps of unsightly rocks which Nature rolled into this region, she has conferred a source of wealth upon the people which, with proper development, may prove a much more valuable resource than is now currently believed, and the value thus attaching to the crags will neutralize the feeling of aversion inspired by their aspect of excessive repulsiveness. We refer in this connection to the mineral wealth which is alleged to reside in the bowels of this particular portion of the earth. Most noteworthy among the developments in this respect, up to the present time, are one copper and two iron mines, the former and one of the latter in Lavant, the remaining one in Dalhousie. The copper mine is located on Lot 6, Con. 7, of Lavant, and is owned by Archibald Browning, who in 1872 leased it to the Canada Mining Company for a term of fifty years, by which corporation it has been operated since then, though not to its full capacity by any means, as the transport facilities of that region are of the most primitive character. The yield of this mine, however, as regards both quantity and quality, is of a high order, the ore assaying 45 per cent. of pure copper; and the indications warrant the belief that the supply is practically inexhaustible. The Lavant iron mine is on Lots 3 and 4, in the 12th and 13th Concessions, near the extreme south-west corner of the township. The ownership of this mine rests in Boyd Caldwell, of Lanark Village, by whom it has been developed to its present state of productiveness, which, by the way, is not a very elaborate stage of development, though sufficient to prove the wealth of the supply and excellence of the quality of the ore, which is a fine sample of the "magnetic" variety; and these features, with increased transportation conveniences and a more extended general demand for this indispensable mineral, will in time undoubtedly redound to the advantage of the locality, as well as of those in direct interest in the property.

The Dalhousie mine referred to is located on Lot 1, in the south Concession of that township, and yields the hematite ore in very considerable quantities, the width of the vein being 9 feet, and the extent in other respects quite equal to any demand which is likely to arise for generations to come. This mine is the freehold property of a Mrs. Playfair, by whom a 99 years' lease was given of it to Alex. Cowan, who in turn sublet to an American firm, and by this Company the enterprise was brought to quite a high state of development during a four years' operation; but for lack of profitable means of transport, work was suspended several months since.

These three townships were surveyed by Reuben Sherwood, from about 1820, when be commenced Dalhousie, till the winter of 1821-2, when he commenced the survey of Lavant. They received their names in honor respectively of Lord Dalhousie, Governor-General of Canada at that date; Sir John C. Sherbrooke, mentioned in another sketch, and one Lavant, who was an officer of prominence in the French Colonial forces when the destinies of Canada were swayed by the French monarch.

The first settlement in these townships was formed in Dalhousie in the fall of 1820, by Scotchmen from the neighborhood of Glasgow and Paisley, who formed themselves before leaving their native land into colonization groups or "societies," the most important of which as regards numbers was the "Lesmahago Society," comprising 33 families, or, as some of those who should be well informed aver, 300 immigrants in all; and these sailed from Scottish shores on the ship *Prompt*, July 4th, 1820, arriving at Quebec about two months later. Not having made any definite plan as to a place of location, they were here met by officers of the Government, who, as an inducement to secure their settlement in Lanark County, offered them a grant of 100 acres for each head of a family, and £10 stg. for each person as a cash bonus. This offer having been accepted by the "Lesmahagos," the Government undertook to convey them to their chosen location for £2 stg. each, and as the passage between Quebec and Prescott consumed two weeks, it was the 15th September before the party reached Perth.

Five days later than the departure of the *Prompt* from Greenock, another vessel, the *Brock*, bore away from the same port, having on board the "Transatlantic Society," consisting of only seven families, who had determined upon settling in the Canadian forests and there erecting a future home. The *Brock* arrived at Quebec several days in advance of her sister craft, however, and the "Transatlantic Society" found themselves in Lanark County selecting a location at the same time as the "Lesmahagos," and were actually the first to make a location in the Township of Dalhousie, though closely followed by the "Lesmahagos." Of the former society several families became disgusted with appearances in Lanark County, and pushed on across the American border, but the remaining five proceeded, under the guidance of a Mr. Ravelin, who had been a chainman of the survey of that township, toward Dalhousie, encountering James Breden *en route*, on Lot 5, Con. 2, of Lanark Township, where he was living in a wigwam, the only white man they had met since leaving the settlements of Drummond. Arrived at the frontier of Dalhousie, the immigrants drew their locations by lot, each taking from a hat a slip of paper with the number of a certain lot written thereon, and the number so drawn was at once assigned to him. The four families then and there settling were those of James Blair, east half of Lot 8; John McLellan, west half of Lot 7; John McNangle, west half of Lot 8; Neil Campbell, east half of Lot 6; and Donald McPhee, east half of Lot 1, all in the First Concession.

Reverting to the passengers by the *Prompt*, we find they remained in Perth till Sept. 30th (1820), when the Government paid an instalment of one-third of their bonus money, and they sallied forth in quest of their future home in the "promised land." They were conveyed in waggons as far as the present site of Lanark Village, where they found a paper nailed to a tree in the heart of the forest, through which they had cleared a roadway for the waggons, where necessary; and the placard referred to contained the startling revelation—"This is Lanark," though the fundamental attributes of a village were conspicuous by their absence. Near here, at the top of the hill overlooking the Clyde, the luggage of the party was deposited, and they were there left by the waggoners to shift for themselves. Their first "shift" was to employ Lieutenant Fraser to guide them to their proposed location in Dalhousie, where they chose their respective lots in manner and form as described concerning the members of the "Transatlantic Society;" their guide pointing out the locations in successive order after the "drawing" was completed, when, if any settler felt dissatisfied with the nature or appearance of the land so drawn, a new lot was assigned him which corresponded more closely with his views of the fitness of things.

The location selected by this party was central, a short distance west of Watson's Corners of the present, and there they settled to do battle with the Fates within a comparatively small area, where they could avail themselves of the benefits of neighborly intercourse, and mutual protection and assistance. Prominent among the original members of this community, we may mention the names of James Martin, Wm. Barrett, Charles Bailey, James Watson, George Brown, Thomas Easton, George Easton, Edward Conroy, Peter Shields, John Donald, John Duncan, Andrew Park, James Park, John Todd, William Jack, James Hood, and Alex. Watt. There was also one Robert Forest, who got lost in the woods, but was accidentally discovered by John Donald and Jas. Duncan, whose providential finding of the lost man in all probability was the sole cause of our not having a much more melancholy incident to chronicle in connection with the original settlement of the township. An incident of a sufficiently grave character occurred the following winter (1820-21), however, which was the fall of a tree, with fatal effect, upon George Richmond, who came out with the "Society" in the capacity of school-teacher, and was engaged in that laudable calling on shipboard, *en route* to America. Of these pioneers who came out in the *Prompt*, only four now remain to tell of the dangers and hardships which attended their first protracted struggle with poverty in the woods of Dalhousie, viz.: John Donald and wife, Andrew Park, and Alex. Watt.

By digressing to a consideration of North Sherbrooke affairs of a historical nature, it is found that the first settlement was made in that township in 1821, among the first to locate being John Porter, Daniel Ritchie, James Gilmour, Anthony McBride, Ebenezer Wilson, Duncan McDougall, Archibald McDougall, Arthur Stokes, William Christelaw, Josiah Davis, James Nesbit and Alex. Young, all of whom belonged to a "society" formed in Scotland under the same auspices as had been the "Lesmahago," referred to in connection with Dalhousie. Among the survivors of the pioneers are David Wilson, James Smith and Robert Bain. Of the settlement of this township there was nothing of special import to note, as, from its position, small extent, and intimate relationship with Dalhousie, it might be considered as merely a supplement to the more significant event which had already been described.

We therefore pass to a brief recital of facts connected with the first extension of civilization into the wilds of Lavant. The original white settler of this township was Hercules White, a discharged soldier, who settled on Lot 1, Con. 8, in 1828. There was no other arrival till eleven years later, when John Robertson settled on Lot 5, Con. 8, and John S. Robinson the succeeding year located Lot 4, Con. 9. David Turnbull, Peter Barr, John Lawson, and John Brown, in the order named, were the next to take up their residence in the township; and Arch. Downing, one of the most prominent men in the township, came in during 1846. The wild nature of this region may be approximately judged from the prevalence of beasts of prey within its borders; Mr. Browning alone having killed 82 wolves and 68 bears in Lavant within a few years of settlement here.

Thus the development of the township proceeded slowly, steadily, a model of moderation, and at no subsequent period did it assume a character perceptibly more brisk than that which marked the first quarter century of its history. Even at the present time there is no church within its limits, but religious services are nevertheless held in schoolhouses in settled portions.

In the two more southerly townships, however, both schools and churches are to be found in convenient numbers. The place of holding the first public religious service in Dalhousie is said to have been St. Andrew's Hall, which, however, was not built till 1828 or thereabout; and the Rev. Dr. Gemmill, an ex-minister of the Secession Church at Dalry, Ayrshire, Scotland, was the first to officiate in that sacred office.

The residents of these townships organized local government under the then very crude municipal laws as early, some allege, as 1821; but as no records of that period are extant, we could not gather authentic information bearing upon this point, beyond the generally conceded fact that a Mr. Virtue was the first Collector, and that Thos. Scott was Township Clerk as early as 1826.

When the present system of municipal government came into force in 1850, the three townships of which we write were formed into a municipal union, the subsequent continuance of which has already been intimated. The Council then elected consisted of John Kay, Edward Conroy, Donald McNicol, Wm. Purdon, and James Smith, of whom the first named received the appointment of Reeve from his fellow-Councillors. Andrew McInnes was appointed Clerk, and during an incumbency from that date to the present, as well as of preceding years under the old law, he has failed to attend only one meeting of the Council. John McDougall, who had previously been Clerk of North Sherbrooke, received the appointment of Treasurer at the same time.

For 1880 the list of municipal officers is as follows, viz.: Jas. Donald, Reeve; Archibald Browning, Peter Duncan, Robert Purdon, and Adam Geddes, Councillors; Clerk, And. McInnes; Treasurer, Thos. Dunlop.

The material resources of these three townships are not of such special character as to require more than a brief reference. The official census of 1871 reported a population in this territory of 2,295, of which the Assessor's return for 1880 shows an expansion to 2,456, divided as follows: Dalhousie, 1,724; North Sherbrooke, 424; and Lavant, 308. The area of cleared land has increased to 27,076 acres, of which Dalhousie claims 19,602; N. Sherbrooke, 5,249, and Lavant, ,225; the assessed valuation of the whole being $295,824, which, with $58,335 of personal property, swells the total assessment to $354,159.

For many years past Dalhousie and North Sherbrooke have been a kind of recruiting ground or nursery, from which many townships in Western Ontario have drawn some of their best citizens; and it is a fact worthy of note that where the natives of these townships have located amid the more auspicious surroundings of the fertile west, they have almost invariably risen to prominence and independence; while not a few of them, to the knowledge of the writer, have taken positions among the most thoroughly representative men of the "Western Peninsula," which facts argue well for the upright and practical training imparted to them in their early eastern home, with its varied physical features.

TOWNSHIP OF SOUTH SHERBROOKE.

South Sherbrooke takes its name from Sir John C. Sherbrooke, who was quite prominent and popular in Canada during the early decades of this century. This township occupies the south-east corner of Lanark. It is bordered on the north by North Sherbrooke; on the west by the Township of Oso, in Frontenac; on the south by North Crosby, in Leeds; and on the east by Bathurst. The northerly and southerly limits of the township run parallel, but those on the east and west converge considerably towards the north.

The superficial area contained within these limits comprises 44,000 acres, there being but three smaller townships in the county; but the population is so moderately distributed that one person is assessed to an average area of 50.85 acres, thus making the entire population (as per latest official census) 833 souls, which number had only increased however to 834 in 1879, eight years after the official enumeration as *per* the assessor's return for the year named.

The topographical characteristics of South Sherbrooke furnish the most lucid explanation of this state of affairs in regard to numerical population. The soil, where there is any, is underlaid, usually at a shallow depth, with a rocky substance, consequently the major portion of the surface is unfit for agricultural development, while in many localities where the spirit of agriculture has attempted a conquest, the result has proven equally barren with the soil. In all, but 7,596 acres, or slightly more than twenty per cent. of the entire area, was reported as being "cleared" in the latest assessor's return.

The first settlement was made here about 1821, and thirty years later Mr. Smith writes of the township: "It is but little settled, and in 1850 contained but 452 inhabitants; and these had only 630 acres under cultivation;" from which the increase in material resources would appear to have partaken of the same modest proportions during the early as during the later history of the locality.

As above intimated, the first settlement in South Sherbrooke was formed about 1821; among the first to locate being John Mellighen, on the east end of the 9th Concession, on the north shore of Fagan's Lake; George Taylor, on the east end of the 10th Concession; and Edward Cooper, just north of him, on the 11th; the latter of whom lived to the patriarchial age of 112 years. About the same time Patrick Kennedy located Lot 15, Con. 10, and Joseph Hughes Lot. 14, Con. 11. There were in all less than a dozen families in the township in 1824, about which year immigration received a quietus which continued some seven years, or until 1831, when the next contingent of settlers made their appearance here. Among those who arrived about the date last named, we may mention John Buchanan, who settled on the east half of Lot 13, Con. 9, and is now, with the single exception of George Perkins, on Lot 22, Con. 6, the only representative of the pioneers of 1831. Richard Armstrong took up Lot 12, Con. 12, the same year; and these parties were accompanied, as before hinted, by several other families, who proved but the predecessors of many more in their forest location; the whole forming a colony of considerable numbers and importance, and constituting the regular "settlement" of South Sherbrooke, which could not previously have been with propriety designated by the name of a "settlement."

The death of all the original settlers in the township, and all but two (whose memories are defective) of the next earliest detachment of pioneers, has rendered difficult the collection of such details attending the early period of their life in the woods as in such cases is most fraught with interest to the reader; and we must therefore choose between saying very little on this subject and dealing with a recital of events, the greater part of which must necessarily be of a conjectural character; so by selecting the former course, we will at least avoid the danger of inaccurate recital which would attend the latter. The greater number of these parties came from the County of Fermanagh, Ireland, and on their arrival here set themselves assiduously to the task of reducing the forest to subjection; and with the active energy by which their race is characterized, they succeeded in building up pleasant homes, furnished with all the comforts and many of the luxuries of life.

Owing to the peculiarly rough character of the surface through the central portion of the township, many years elapsed before there was any road constructed to connect the north with the south, which respective localities remained at a great distance so far as social or other intercourse was concerned, and it was not until within the past fifteen years that such means of intercommunication was established, and the bond of union between the two extremes intimately forged.

Prior to 1860, South Sherbrooke was attached as junior township to Bathurst for the purpose of municipal government, but in the year named it assumed separate and independent functions of local gov-

ernment, under the guidance of the gentlemen named below :—John McGregor, Reeve ; Messrs. Adams, Deacon, Moore, and Strang, Councillors. Thomas Brooke was appointed to the Clerkship, which position he retained up to 1873, being then succeeded by W. W. Berford, who gave place to Henry Rigney (1875), by whom the office has since been held. The first Treasurer was John McConnell, who has been succeeded at different dates by Henry Thompson and Chas. Judge, which latter-named gentleman gave place in 1878 to Henry Rigney, in whom the two offices of Clerk and Treasurer, thus merged, have since resided.

For 1880 the names of the Township Council are as follows, viz.:—John Ritchie, Reeve ; Ephraim Deacon, George Buchanan, Robert Laidley, and John Geer, Councillors. There are but two villages of any note in this township, the most prominent of which is

MOBERLY, in the Seventh Concession, containing two saw mills, carding mill, shingle, and grist mill ; blacksmith, cooper, carriage, shoe and tailor shops, one hotel, the Town Hall—an unpretentious building—and Post Office, which receives a weekly mail off Oso Station, on the Kingston and Pembroke Railroad, nine miles distant.

BOLINGBROKE is situated near the south-west corner of the township, in the Third Concession, on the bank of Bobu Lake, which, with a dozen or more of other sheets of water of greater or lesser area, importance, and beauty, forms a network of lake and stream over the surface of this region, the chief peculiarity of which, while rendering it unadapted in a considerable degree to the demands of successful agriculture, imparts to it a variety of surface and landscape, and a geological interest largely in excess of those townships where Nature has stored more of her soil and less of her mineral mysteries.

BIOGRAPHICAL SKETCHES.

WILLIAM LEES, M.P.P., of Bathurst, is a native of that township, where he was born in 1821. He is the youngest son of Wm. Lees, a native of Roxburghshire, Scotland, who came to Lanark in 1817, and became one of its pioneers, locating Lot 25, Con. 11, of Bathurst. Here the subject of our sketch passed the early years of his life, continuing the management of the farm after his father's death, and removing thence in 1851 to the Village of Fallbrook, where he is now extensively engaged in the saw mill and grist mill business.

Mr. Lees early displayed an aptitude for the management of public business, which received substantial and repeated recognition from the people of his township, by whom he was placed at the head of the Municipal Council, where he contiued to officiate, with but slight intermissions, for a term of nearly a score of years, during three of which he presided over the County Council in the capacity of Warden. During this period he was justly considered one of the ablest and most influential members of that body.

In June, 1879, Mr. Lees, as the "regular" Conservative candidate, was elected to a seat in the Ontario Assembly, in opposition to Messrs. Edward Elliott, Thomas Brooke, and George Code. This brief recital of facts renders unnecessary any eulogy upon either the success which has characterized this gentleman's career in his representative capacity, or the appreciation by the public of his efforts in their behalf ; but we may fittingly add that both in his private capacity and his official position as a magistrate he is most highly respected and esteemed.

FRANCIS T. FROST, Warden of the County of Lanark, is of American descent ; his parents having come from St. Lawrence Co., N. Y., and settled at Smith's Falls in 1839. In that village the subject of our sketch was born in 1843 ; and after a course at the High School of that place, and a subsequent academical course at Potsdam, N. Y., he entered the foundry of Frost & Wood (of which firm his father was then senior partner), and learned the iron founder's trade.

On the death of his father, in 1836, Mr. F. T. Frost succeeded to a partnership in the establishment mentioned, which has since become the most extensively engaged in the manufacture of agricultural implements of any similar factory in Canada.

While giving such attention to private affairs as have thus early secured his financial success, Mr. Frost has nevertheless found time to devote to the service of the people, by whom he has been annually re-elected to the Reeveship of Smith's Falls since 1876, and at present he occupies the Warden's chair—a position to which he attained after a term of service in the Council unusually short as compared with the records of previous occupants, and an honor well earned by the display of the most ample qualifications for the office.

THOMAS BROOKE, of Perth, the County Clerk of Lanark, is a gentleman who has had a more extended term of continuous connection with municipal affairs than any other resident of Lanark—if not, indeed, of the entire Province. One of the early pioneers of the "establishment forming on the Rideau," he has been most intimately identified with the government of the several municipalities into which that "establishment" has developed—having at one and the same time been Clerk to no less than *five* of them, besides having filled that position for the County of Lanark ever since its first organization.

Our readers will find reference to Mr. Brooke in his official capacities and otherwise throughout the several local and other sketches ; therefore we will only add in this place that, during a very long term of residence and official stewardship among them, no man who ever resided in the county has more ably or faithfully performed, on behalf of the citizens, most difficult and important duties.

EDWARD ELLIOTT, barrister-at-law, and Mayor of the Town of Perth, is the son of John Elliott, one of the oldest settlers of the Township of Elmsley, who came from the County Antrim, Ireland, and settled in the above township in 1818, where he is still living at the advanced age of seventy-five years, having been a volunteer in the Canadian Militia during the Rebellion of 1837-8, with the rank of a subaltern officer.

Mr Elliott was born in Elmsley, in 1844; educated at Perth; studied law with W. O. Buell; was called to the Bar, Hilary Term, 1869; and has since been engaged in the practice of his profession at Perth—part of the time in partnership with W. W. Berford, the present County Treasurer, and F. A. Hall—but he is now practising alone.

Although enjoying an extensive and lucrative practice, he has taken sufficient interest in public affairs to devote considerable attention thereto. He entered the Perth Council in 1872, and after sitting at that Board for six consecutive years, was elected to the Mayoralty, and has performed the duties of that position ever since. In political matters he is also very active, popular and influential. He was a parliamentary candidate for Lanark at the last general election for the Legislature, but was defeated by Mr. Lees, the present sitting member.

WILLIAM HORATIO RADENHURST, barrister-at-law, of the town of Perth, is the eldest son of Thomas M. Radenhurst, a native of Lower Canada—one of the oldest and ablest lawyers who ever practised in Perth—who represented the parliamentary division to which Lanark belonged, in the old parliament of Canada previous to 1835, as one of the supporters of Marshall Spring Bidwell. He was himself the son of a British officer attached to the Ordnance Department, and served through the American Revolution against the colonists.

Mr. W. H. Radenhurst was born in Toronto in the year 1835, his mother being the daughter of Surveyor-General Ridout. He was educated at Upper Canada College; studied law first with the late Donald Fraser of Perth, and afterwards with the present Judge Cameron; and was called to the Bar in 1861. After this he practised in Ottawa, and since then in Perth—succeeding the present Judge Deacon as a partner of Hon. Alex. Morris, afterwards appointed Lieut.-Governor of Manitoba. He has been Treasurer of the County of Lanark (previous to his studying law), and was Mayor of the Town of Perth for four consecutive years, when he voluntarily retired from the position. He is a man of much influence in all matters of public interest, as well as a gentleman of the highest standing both socially and professionally.

ALEXANDER G. DOBBIE, Reeve of Lanark Village, fairly represents the intelligence and respectability of the people among whom he moves, and by whom he is regarded as a gentleman of extensive public usefulness and thorough worth as a citizen.

Born in Glasgow, Scotland, in 1840, he received a fair education at the High School of that city, and came to Canada at the age of sixteen, when he located in his present place of residence, and learned the moulder's trade. Opening business for himself in this line while still in his youth, he has since followed it with the success which legitimately results from a combination of business tact, energy, and a thorough knowledge of the requirements of the trade pursued.

The high degree of business ability and straightforward dealing which characterized Mr. Dobbie's private career contributed largely to his selection for the control of municipal business, he having been elected to the Reeveship of the village for seven successive years, with the single intermission of one term. In all matters promising benefit or progress of a social, moral, or municipal character, he has ever been considered a leading spirit, as he has been an influential advocate.

WILLIAM H. WYLIE, of Carleton Place, is a son of the late Wm. G. Wylie, and grandson of the late Hon. James Wylie and Sir Daniel Jones. His parents removed during his infancy to Ramsay, and he was educated at the Kingston and Perth Grammar Schools.

During the Fenian excitement he served on the frontier as a member of the Perth Rifles, and was subsequently in the Almonte Branch of the Merchants' Bank, till 1871, when he commenced the manufacture of woollens in that village, and in Pakenham. After about six years' continuance of business at those places he removed to Carleton Place, where he is now engaged in woollen manufacture, employing sixty hands continually, and turning out over 3,000 yards weekly.

Mr. Wylie has been considerably identified with municipal and educational affairs. While resident in Almonte he served two terms at the Municipal Council Board ; and at Carleton Place, he has been three years Reeve of the village. He is also a High School Trustee, and the Captain of Co. "E," 41st Regiment, Brockville Rifles.

JOHN MCGILL CHAMBERS, J. P., of Smith's Falls, is a son of the late James Chambers, a U. E. Loyalist, who settled in Grenville Co. toward the close of the last century, and there the subject of our sketch was born in 1805. He received his education at a Quebec Grammar School, and in 1828 located at Smith's Falls.

During a space of twelve years thereafter Mr. Chambers commanded a passenger steamer running from Kingston to Bay Quinté ports ; east to Montreal ; and out the Rideau to Ottawa at different periods.

He abandoned sailing for the pursuit of agriculture, however, and has since continued to superintend the management of a fine farm on the outskirts of the village in the Township of Montague, of which municipality he occupied the Reeve's chair during eleven years, discharging the manifold duties of that position in a manner equally creditable to himself and beneficial to his constituents. He has been many years a Commissioner in B. R., and holds a commission as Notary Public. A generous friend, a firm and honorable opponent, an enterprising citizen, an intelligent, high-minded gentleman, Mr. Chambers has secured the respect of his fellows to a degree enjoyed by but few.

JOHN GILLIES, of Carleton Place, is a native of the land of heather hills, having been born in Stirlingshire in 1811 ; but came to this country in company with his parents in 1822. In early life he assisted his father in the clearing and cultivation of the farm, which occupation he followed until 1840, when he embarked in the lumber trade by building a saw mill on the Clyde, to which a grist mill was added in 1843 ; in 1866 he extended his business by building mills in Carleton Place ; and in 1875 opened a foundry in the same village.

The large business capacity requisite to manage and render successful all these branches of industry, contributed to place Mr. Gillies in a position of financial independence and business influence equal to that held by any representative of the commercial community. And although he has not pushed himself forward in a representative capacity, his advice is sought and influence felt in all matters affecting the public welfare; while it is no overstatement of facts to say that nowhere in the county can be found a man who, in his particular sphere, commands a fuller measure of genuine respect from all parties.

JOHN DICKSON KELLOCK, M.D., of Perth, is a gentleman who, by dint of his own efforts, unaided by the favors of fortune, has achieved a degree of success in his profession enjoyed by few men of his age. A native of the town where he now resides, he received an education in the schools of Perth and the Normal School at Toronto, when he engaged in teaching at Almonte, and elsewhere in the county.

Having chosen the medical profession, he took a course in that department at Queen's University, from which institution he graduated with honors in 1862. Locating for practice in Perth the same year, his fine abilities soon attracted an extensive and lucrative practice, and he is now one of the most widely known as well as one of the most successful of practitioners.

The Doctor has ever taken a leading interest in educational matters, and to the advancement of this worthy cause has given much time and labor. He has been sixteen years a member of the School Board of the town, and has presided over its deliberations during a portion of that period ; while as a private citizen he occupies the highest place in the esteem of his acquaintances.

DAVID MUNRO, M.D., of Lanark Village, was born in this county in 1842. After a preliminary education here, he attended college in London, England, where he graduated in 1871, subsequently attending Queen's College in Kingston, from which he graduated with the degree of M.D. in 1876. Since the date last named he has been in active practice in his present location, where his professional abilities have attracted an amount of business which would do credit to a much older practitioner.

In matters of public concern the Doctor displays a keen interest and exercises a leading influence. He has been seven years in the Village Council, and in 1877 creditably discharged the duties of the Reeveship.

Though still scarcely past his youth, yet Dr. Munro has established himself in the confidence of the people, both personally and professionally, in such a manner as to indicate him as one who will shape and control public opinion in the future, while it stamps him a thoroughly representative and highly respected young man of the present.

R. F. PRESTON, M.D., of Carleton Place, was born October, 1855, in the County of Leeds. He spent his youth on the farm with his parents, but tiring of the monotony of farm life, commenced the study of medicine at the age of sixteen years, under the supervision of R. H. Preston, M.D., an elder brother. He subsequently took the medical course at the University of Queen's College, Kingston, and gratuating from that institution in the spring of 1875, entered partnership (after having become affiliated with the College of Physicians and Surgeons of Ontario) with his brother. He subsequently removed to the County of Perth, where he practised with good success for two years, but returned east in 1878, and locating in June of that year at Carleton Place; has since then been engaged in the practice of his profession here, where the success attending his efforts has been of the most encouraging nature.

JAMES SHAW, Deputy Reeve of Drummond, is a native of that township, having been born there in the year 1840. He is the second son of William and Agnes (Dunn) Shaw from Perthshire, Scotland, who came to Canada in 1832, and to Drummond in 1834.

The subject of this sketch has spent the whole of his life in his native township, where he has been closely identified with the farming interests, that being his occupation. For the past seven or eight years he has taken an active part in municipal affairs, and has been in the Township Council for the past six years, the last two of which he has filled the position of Deputy Reeve.

Mr. Shaw is one of the leading farmers of the Township of Drummond, and is noted in his locality as a raiser of high class stock. He also owns and operates a large cheese factory, with capacity for manufacturing the milk of five hundred cows; and, all in all, is one of the most substantial and best respected men in his section of the county.

PETER MCLAREN, of Perth, is a native of Lanark County, where he was born in 1831. In his boyhood conceiving a taste for lumbering, he engaged in the business as an employé, but by dint of industry and economy saved sufficient means to embark in business for himself in 1857. Since that date his energy and enterprise have had a broader scope, and he is now one of the most extensive lumbermen of this region, having extensive mills and yards at Carleton Place, where he accumulated a stock of lumber of enormous value; but in 1879 he suffered the destruction of thirteen million feet by fire, the result of an engineer carelessly allowing sparks to escape from a locomotive.

In thus rising from a position of comparative poverty to one of affluence and commercial influence, Mr. McLaren has deserved the plaudits of his friends, by a large circle of whom he is held in high respect for his many good qualities and admirable personal parts.

JOHN ARMOUR, of North Burgess Township, came to this country in company with his parents in 1821, from Renfrewshire, where he was born in 1813. Settling in Dalhousie, he resided in that township twenty-seven years, removing thence to North Burgess.

During a period of more than half a century of his residence in this county, Mr. Armour has conducted himself in a manner which has attracted the confidence and high regard of his fellow-citizens, in all respects in which his industry, integrity and public spirit could conduce to that result. In his private business as a farmer Mr. Armour has secured a competency, while devoting a portion of his time to the service of the public, he having occupied a seat at the Council Board of his township for a number of years, and filled other positions of confidence in the gift of the people. In all matters having for their object the benefit of the people at large, or his community in particular, he has ever borne a leading part, and to his energy in their advocacy may the possession of many local advantages be attributed.

ABEL RUSSELL WARD, of Smith's Falls, was the pioneer of that village, he having cut the first tree, built the first house, and erected the first mill there: settling in 1824, and building the mill two years later. He is an American by nativity, having been born in 1796, in New York State, near where the Hoosac Tunnel now connects that commonwealth with Massachusetts. Since his settlement in the wilderness where Smith's Falls now stands, he has witnessed the gradual metamorphosis of that desolate scene into one of the smartest villages of Eastern Ontario, and to this gratifying change no one man has contributed by labor or enterprise more than he, nor has any other been more intimately identified with any of the numerous schemes of public improvement or social, moral or municipal advancement which have claimed attention from time to time during his long sojourn in the place.

As a business man, Mr. Ward achieved the success to which his unremitting industry and proverbial justice of dealing fairly entitled him. He possessed the confidence of the people to a rare degree, and served them many years in a public capacity. In all his dealings Mr. Ward has borne the reputation of an honest man and a gentleman ; and now, at an advanced age, he is followed into retirement by the high esteem of those who knew him in his more active years.

NAME OF POST OFFICE.	ELECTORAL DISTRICT AND PROVINCE.
St. Ann's	Provencher M
St. Ann's	Queen's P E I
St. Ann's	Monck O
St. Anselme	Dorchester Q
St. Anthony	Kent N B
St. Antoine, Lotbi're	Lotbinière Q
St. Antoine, Riv. Ric.	Verchères Q
St. Antonin	Temiscouata Q
St. Apollinaire	Lotbinière Q
St. Armand Centre	Missisquoi Q
St. Armand Station	Missisquoi Q
St. Arsene	Temiscouata Q
St. Athanase	Iberville Q
St. Aubert	L'Islet Q
St. Augustin, P'tneuf	Portneuf Q
St. Augustin, Two M.	Two Mountains Q
St. Barnabé, R. Yam.	St. Hyacinthe Q
St. Barnabé. St. Mau.	St. Maurice Q
St. Barthélémi	Berthier Q
St. Bazile de Portn'f	Portneuf Q
St. Bazile le Grand	Chambly Q
Ste. Beatrix	Joliette Q
St. Benoit	Two Mountains Q
St. Bernard de Dorc'r	Dorchester Q
St. Bernard (sub.)	St. John's Q
St. Bonaventure	Drummond Q
St. Boniface	Selkirk M
Ste. Brigide	Iberville Q
Ste. Brigitte des S'lts	Nicolet Q
St. Bruno	Chambly Q
St. Calixte, Kilkenny	Montcalm Q
St. Camille	Wolfe Q
St. Canute	Two Mountains Q
St. Casimir	Portneuf Q
St. Cassien des Caps	Charlevoix Q
St. Catharines, East.	Portneuf Q
*St. Catharines, West.	Lincoln N B
Ste. Cec. de Levrard.	Nicolet Q
St. Célestin	Nicolet Q
*St. Césaire	Rouville Q
St. Charles	Selkirk M
St. Charles de Caplan	Bonaventure Q
St. Ch. de Stanbridge	Missisquoi Q
St. Chas., Riv. Boyer	Bellechasse Q
St. Chas. Riv., Rich'u	St. Hyacinthe Q
Ste. Claire	Dorchester Q
St. Clements	Waterloo, N R O
St. Clement	Temiscouata Q
St. Clet	Soulanges Q
Ste. Clothilde	Arthabaska Q
St. Columbin	Two Mountains Q
St. Côme	Joliette Q
St. Constant	Laprairie Q
St. Croix	Hants N S
St. Croix	York N B
Ste. Croix	Lotbinière Q
St. Cunegonde	Hochelaga Q
St. Cuthbert	Berthier Q
St. Cyriac	Chicoutimi Q
St. Cyrille de L'Isle	L'Islet Q
St. Cyrille de Wend.	Drummond Q
St. Damase	St. Hyacinthe Q
St. Damie. de Brandon	Berthier Q
St. David de Lévis	Levis Q
St. David's	Niagara O
St. Denis de la Bout're	Kamouraska Q
St. Denis, Riv. Rich.	St. Hyacinthe Q
St. Didace	Maskinongé Q
St. Dom. de Bagot	Bagot Q
St. Dominique Statn	Soulanges Q
St. Dom. des Cedres	Soulanges Q
St. Donat	Rimouski Q
St. Donat de Mont.	Montcalm Q
Ste. Dorothee	Laval Q
St. Edouard de Nap.	Napierville Q
St. Ed. de Fram. (sub.)	Dorchester Q
St. Edwidge	Compton Q
St. Eleanors	Prince P E I
St. Eleuthere	Kamouraska Q
St. Elie	St. Maurice Q
Ste. Elizabeth	Joliette Q
St. Eloi	Temiscouata Q
St. Elzéar	Beauce Q
Ste. Eme. de l'Energie	Joliette Q
St. Ephrem de Tring.	Beauce Q
St. Ephrem d'Upton	Bagot Q
St. Esprit	Montcalm Q
St. Esprit	Richmond N S
St. Et. de Beauhar's.	Beauharnois Q
St. Etienne de Bolt'n	Brome Q
St. Etienne des Gres	St. Maurice Q
St. Eugène	Prescott O
Ste. Eulalie	Nicolet Q
St. Eustache	Two Mountains Q
St. Evar. de Forsyth.	Beauce Q
St. Fabien	Rimouski Q
St. Faustin	Argenteuil Q
Ste. Famille	Montmorency Q
St. Félicien	Chicoutimi Q
St. Félicité	Rimouski Q
St. Félix de Valois	Joliette Q
St. Ferdinand	Megantic Q
St. Féréol (sub-office)	Montmorency Q
St. Fidéle	Charlevoix Q
Ste. Flavie	Rimouski Q
Ste. Flavie Station	Rimouski Q
St. Flavien	Lotbinière Q
Ste. Flore	Champlain Q
St. Fortunat	Wolfe Q
St. Foy	Quebec Q
St. François, Beauce	Beauce Q
St. François de Sales	Laval Q
St. Fran. d'Orléans	Montmorency Q
St. François du Lac	Yamaska Q
Ste. Françoise	Temiscouata Q
St. François, Mont'ny	Montmagny Q
St. François Xavier	Marquette M
St. Fran. X. d. Vigor	Temiscouata Q
St. Frédéric	Beauce Q
St. Gab. de Brandon	Berthier Q
St. Gédéon	Chicoutimi Q
Ste. Geneviéve	Jacques Cartier Q
St. George	Charlotte N B
St. George, Beauce	Beauce Q
St. George, Brant	Brant, N R O
St. Geo. de Windsor.	Richmond Q
St. George's Channel	Richmond N S
St. Ger. de Grantham	Drummond Q
Ste. Gertrude	Nicolet Q
St. Gervais	Bellechasse Q
St. Giles	Lotbinière Q
*St. Gobert	Rimouski Q
St. Grégoire	Nicolet Q
St. Guill'me d'Upton	Drummond Q
Ste. Hélène de Kam.	Kamouraska Q
Ste. Hélène de Bagot	Bagot Q
Ste. Hel. de Chester.	Arthabaska Q
St. Helen's	Huron N. R O
Ste. Hénédine	Dorchester Q
St. Henri de Lévis	Lévis Q
St. Hen. de Montreal.	Hochelaga Q
St. Henri Station	Lévis Q
St. Hermas	Two Mountains Q
St. Herménégilde	Stanstead Q
St. Hilaire	Victoria N B
St. Hilaire Station	Rouville Q
St. Hilaire Village	Rouville Q
St. Hipp. de Kilkenny	Terrebonne Q
St. Honoré	Beauce Q
St. Hubert	Chambly Q
St. Hugues	Bagot Q
*St. Hyacinthe	St. Hyacinthe Q
St. Irénée	Charlevoix Q
St. Isidore, Dorch'ter	Dorchester Q
St. Isidore, Laprairie	Laprairie Q
St. Isidore	Gloucester N B
St. Ives	Middlesex, E R O
St. Jacob's	Waterloo, N R O
St. Jacques	Montcalm Q
St. Jacques le Mineur	Laprairie Q
St. James	Selkirk M
St. James' Park	Middlesex, E R O
St. Janvier	Terrebonne Q
St. Jean Baptiste	Provencher M
St. Jean Bp. de Montreal	Hochelaga Q
St. J. Bp. de Rouville	Rouville Q
St. J. Chr. Chateaug'y	Chateauguay Q
St. Jean Chry. Lévis	Lévis Q
St Jean des Chaillons	Lotbinière Q
St. Jean de Matha	Joliette Q
St. Jean d'Orléans	Montmorency Q
St. Jean Port Joli	L'Islet Q
*St. Jérôme	Terrebonne Q
St. Joachim de Mont.	Montmorency Q
St. Joach. de Shefford	Shefford Q
St. John	St. John N B
St. John Suburb	Quebec Q
St. John's, East	St. John's Q
St. John's, West	Welland O
St Joseph d'Alma	Chicoutimi Q
St. Joseph de Beauce	Beauce Q
St. Joseph	Westmoreland, N B
St. Joseph de Levis.	Lévis Q
St. Joseph du Lac	Two Mountains Q
St. Joseph Island	Algoma O
St. Jovite	Argenteuil Q
St. Jude	St. Hyacinthe Q
Ste. Julie de Verch.	Verchères Q
Ste. Julie de Somer't.	Megantic Q
Ste. Julienne	Montcalm Q
St. Justin	Maskinongé Q
Ste. Just. de Newton.	Vaudreuil Q
St. Lambert de Lévis	Lévis Q
St. Lambert, Mont	Chambly Q
St. Laure't d'Orleans	Montmorency Q
St. Laurent, Mont'l.	Jacques Cartier Q
St. Laurent	Marquette M
St. Lawrence	Frontenac O
St. Lazare de B. lle'e	Bellechasse Q
St. Lazare de Vaudr'l	Vaudreuil Q
St. Léon	Maskinongé Q
St. Leon	Marquette M
St. Leonard	Nicolet Q
St. Leonard's	Victoria N B
St. Liboire	Bagot Q
St. Liguori	Montcalm Q
St. Lin	L'Assomption Q
St. Louis de Buse'rs	Richelieu Q
St. Louis de Gonzague	Beauharnois Q
St. Louis de Ha Ha.	Temiscouata Q
St. Louis de Kent	Kent N B
Ste. Louise	L'Islet Q
St. Luc	St. John's Q
Ste. Luce	Rimouski Q
St. L. de Doncaster.	Montcalm Q
Ste. Madeleine	St. Hyacinthe Q
St. Magloire	Bellechasse Q
St. Malachie	Dorchester Q
St. Malo	Compton Q
St. Marc	Verchères Q
St. Marcel	Richelieu Q
St. Margaret's	King's P E I
Ste. Marguerite	Dorchester Q
Ste. M. de Monnoir	Rouville Q
Ste. Marthe	Vaudreuil Q
St. Martin	Laval Q
St. Martine	Chateauguay Q
St. Martin's	St. John N B
St. Mary's Bay	Digby N S
*St. Mary's	Perth, S R O
St. Mary's	Kent N B
St. Mary's Ferry	York N B
St. Mary's Road	King's P E I
St. Mathias	Rouville Q
St. Mathieu	Rimouski Q
St. Maurice	Champlain Q
St. Maurice Forges.	St. Maurice Q
St. Michel de Bellech.	Bellechasse Q
St. Michel des Saints	Berthier Q
St. Modeste	Témiscouata Q
St. Moïse	Rimouski Q
Ste. Monique de Nic.	Nicolet Q
St. Mon. deux Mont.	Two Mountains Q
St. Narcisse	Champlain Q
St. Nicholas	Lévis Q
St. Norbert	Berthier Q
St. Norbert	Provencher M
St. Octave	Rimouski Q
St. Odilon	Dorchester Q
St. Ola	Hastings, N R O
St. Oliv. de Garthby.	Wolfe Q
St. Onézime	Kamouraska Q
St. Ours	Richelieu Q
St. Pacôme	Kamouraska Q
St. Pamphile	L'Islet Q
St. Paschal	Kamouraska Q
St. Patrick	Temiscouata Q
St. Patrick's Channel	Victoria N S
St. Patrick's Hill	Arthabaska Q
St. Paul de la Croix	Témiscouata Q
St. Paul d'Industrie	Joliette Q
St. Paul du Buton	Montmagny Q
St. Paulin	Maskinongé Q
St. Paul l'Hermite	L'Assomption Q
St. Paul's	Pictou N S
St. Paul's	Kent N B
*St. Paul's Bay	Charlevoix Q
St. Paul's Station	Perth, S R O
St. Perpetue	Nicolet Q
St. Peter's	Richmond N S
St. Philippe de Lap.	Laprairie Q
St. Phil d'Argenteuil	Argenteuil Q
St. Philippe de Néry	Kamouraska Q
Ste. Philomène	Chateauguay Q
St. Pie	Bagot Q
St. Pie	Provencher M
St. Pierre Baptiste	Megantic Q
St. Pierre d'Orleans.	Montmorency Q
St. Pierre les Becquets	Nicolet Q
St. Pierre, Montma'y	Montmagny Q
St. Placide	Two Mountains Q
St. Polycarpe	Soulanges Q
St. Prime	Chicoutimi Q
St. Prosper	Champlain Q
St. Raphael, East	Bellechasse Q
St. Raphaël, West	Glengarry O
St. Raymond	Portneuf Q
St. Regis	Huntingdon Q
St. Rémi	Napierville Q
St. Robert	Richelieu Q
*St. Roch de Quebec.	Quebec (City) E. Q
St. Roch de Richelieu	Richelieu Q
St. Roch des Aulnais	L'Islet Q
St. Roch l'Achigan	L'Assomption Q
St. Romaine	Compton Q
St. Rosalie	Bagot Q
Ste. Rose	Laval Q
Ste. Rose du Degele.	Temiscouata Q
St. Sam. de Gayhurst	Beauce Q
St. Sauveur des Mon.	Terrebonne Q
St. Sauveur de Quebec	Quebec (City) E. Q
Ste. Scholastique	Two Mountains Q
St. Sébastien	Iberville Q
St. Sévère	St. Maurice Q
St. S. de Beaurivage	Lotbinière Q
St. Sim. de Rimouski	Rimouski Q
St. Simon de Yamas'a	Bagot Q
St. Sophie de Megan.	Megantic Q
St. Sophie de Lacorne	Terrebonne Q
St. Sophie de Levrard	Nicolet Q
St. Stanislas de Ch'n	Champlain Q
St. Stanis. de Kostka	Beauharnois Q
St. Stephen	Charlotte N B
St. Sulpice	L'Assomption Q
St. Sylvester	Lotbinière Q
St. Sylvester, East	Lotbinière Q
Ste. Thecle	Champlain Q
St. Telesphore	Soulanges Q
St. Theodore d'Acton	Bagot Q
St. Theod. de Chertsey	Montcalm Q
St. Theodosie	Vercheres Q
Ste. Thérèse de Blain.	Terrebonne Q
St. Thomas	Carleton N B
St. Thomas de Joliette	Joliette Q
St. Thomas, West	Elgin, E R O
St. Timothée	Beauharnois Q
St. Tite	Champlain Q
St. Tite des Caps	Montmorency Q
St. Ubalde	Portneuf Q
St. Urbain de Chat.	Chateauguay Q
St. Urbain de Charl.	Charlevoix Q
Ste. Ursule	Maskinongé Q
St. Valantin	St. John's Q
St. Valérien	Shefford Q
St. Vallier	Bellechasse Q
St. Vallier Station	Bellechasse Q
Ste. Victoire	Richelieu Q
St. Victor de Tring	Beauce Q
St. Vincent de Paul	Laval Q
St. Vital	Provencher M
St. Wenceslas	Nicolet Q
St. Williams	Norfolk, S R O
St. Zéphirin	Yamaska Q
St. Zotique	Soulanges Q
Sable	Middlesex, N R O
Sable River	Bruce, N R O
Sable River	Shelburne N S
Sabrevois	Iberville Q
Sackville	Westmoreland, N B
Saintfield	Ontario, N R O
Saints Anges	Beauce Q
Salem	Wellington, C R O
Salem	Albert N B
Salem	Cumberland N S
Salford	Oxford, S R O
Salisbury	Westmoreland, N B
Salisbury	N. W. Territories.
Salmon Beach	Gloucester N B
Salmon Creek	Sunbury N B
Salmonhurst	Victoria N B
Salmon Point	Prince Edward O
Salmon River	St. John N B
Salmon River	Cape Breton N S
Salmon River	Digby N S
Salmon River	Halifax N S
Salmon River (L. S.)	Guysboro' N S
Salmonville	Peel O
Saltford	Huron, C R O
Salt Spring Island	Vancouver B C
Salt Springs	King's N B
Salt Springs	Pictou N S
Salterville	Marquette M
Sambro	Halifax N S
Sanborn	Wolfe Q
Sand Beach	Yarmouth N S
Sandford	Ontario, N R O
Sandhill	Peel O
Sandhurst	Lennox O
Sand Point	Renfrew, S R O
Sand Point	Guysboro N S
*Sandwich	Essex O
Sandy Beach	Gaspé Q
Sandy Beaches	Lunenburgh N S
Sandy Cove	Digby N S
Sandy Point	Shelburne N S
Sarepta	Huron, S R O
Sarginson	Hastings, N R O
*Sarnia	Lambton O
Sarsfield	Russell O
*Sauyeen	Bruce, N R O
Saulnierville	Digby N S
Sault au Cochon	Saguenay Q
Sault au Récollet	Hochelaga Q
Sault Ste. Marie	Algoma O
Savage's Mills	Shefford Q
Saw Mill Creek	Annapolis N S
Sawyerville	Compton Q
*Scarboro'	York, E R O
Scarboro' Junction	York, E R O
*Schomberg	York, N R O
Scone	Bruce, N R O
Scotch Block	Halton O
Scotch Ridge	Charlotte N B
Scotch Settlement	Westmoreland, N B
Scotch Town	Queen's N B
Scotch Village	Hants N S
Scotchfort	Queen's P E I
Scotia	Muskoka O
Scotland	Brant, S R O
Scotsburn	Pictou N S
Scott's Bay	King's N S
Scott's Bay Road	King's N S
Scottsmore	Missisquoi Q
Scottstown	Compton Q
Scovill's Mills	Kent N B
Scratching River	Provencher M
Scugog	Ontario, N R O
*Seaforth	Huron, C R O
Sea Cow Pond	Prince P E I
Sea Dog Cove	King's N B
Seagrave	Ontario, N R O
Seal Cove	Charlotte N B
Seaton	York, W R O
Searletown	Prince P E I
Sebright	Ontario, N R O
Sebringville	Perth, S R O
Second Falls	Charlotte N B
Second Westcock	Westmoreland, N B
Seely	Muskoka O
Seely's Bay	Leeds, S R O
Seguin Falls	Muskoka O
Selby	Lennox O
Selkirk	Lisgar M
Selkirk	Haldimand Q
Selkirk Road	Queen's P E I
Selmah	Hants N S
Selton	Bothwell O
Selwyn	Peterboro', W R O
Settrington	Charlevoix Q
Severn Bridge	Muskoka O
Sevogle	Northumberl'd N B
Shag Harbour	Shelburne N S
Shakespeare	Perth, S R O
Shamrock	Renfrew, S R O
Shanick	Hastings, N R O
Shanglee	Westmoreland, N B
Shanklin	St. John N B
Shanly	Grenville, S R O
Shannon	Queen's N B
Shannonvale	Restigouche N B
Shannonville	Hastings, E R O
Shanty Bay	Simcoe, N R O
Sharbot Lake	Addington O
Sharpton	Frontenac O
Shawbridge	Terrebonne Q
Shawenegan	St. Maurice Q
Shawville	Pontiac Q
Sheba	Queen's N B
Shedden	Victoria, N R O
Shediac	Westmoreland, N B
Shediac Bridge	Westmoreland, N B
Shediac Road	Westmoreland, N B
Sheenboro'	Pontiac Q
Sheet Harbour	Halifax N S
Sheet Harb. Passage	Halifax N S
Sheffield	Wentworth, N R O
Sheffield Academy	Sunbury N B
Sheffield Mills	King's N S
Sheffington	Shefford Q
Shefford Mountain	Shefford Q
Sheguindah	Algoma O
*Shelburne	Grey, E R O
Shelburne	Shelburne N S
Sheldon	Cardwell O
Sheldrake	Saguenay Q
Shepody Road	King's N B
Sheppardton	Huron, C R O
*Sherbrooke	Sherbrooke Q
Sherbrooke	Guysboro' N S
Sheridan	Halton O
Sherkston	Welland O
Sherrington	Napierville Q
Sherwood	York, W R O
Sherwood Spring	Leeds, S R O
Shetland	Bothwell O
Shigawake	Bonaventure Q
Shiloh	Wellington, S R O
Shinemicas Bridge	Cumberland N S
Shinnickburn	Northumber'd N B
Ship Harbour	Halifax N S
Ship Harbour Lake	Halifax N S
Shipka	Huron, S R O
Shipley	Perth, N R O
Shippigan	Gloucester N B
Shirley	Ontario, N R O
Shirley Settlement	Sunbury N B
Shoal Bay	Halifax N S
Shoal Lake	N. W. Territories
Shoolbred	Bonaventure Q
Short Beach	Yarmouth N S
Shrewsbury	Argenteuil Q
Shrigley	Grey, E R O
*Shubenacadie	Hants N S
Shulie	Cumberland N S
Shunacadie	Cape Breton N S
Sidney Crossing	Hastings, W R O
Sight Point	Inverness N S
Sillery Cove	Quebec Q
Sillsville	Lennox O
Siloam	Ontario, N R O
Silver Hill	Norfolk, S R O
Silver Islet	Algoma O
Silver Lake	Peterboro', E R O
Silver Spring	Marquette M
Silverstream	Victoria N B
Silverton	Richmond Q
*Simcoe	Norfolk, N R O
Sin lairville	Wentworth, S R O
Sinhampton	Simcoe, N R O
Six Mile Brook	Pictou N S
Six Mile Road	Cumberland N S
Six Portages	Ottawa Q
Skead's Mills	Carleton O
Skeena	Cariboo B C
Skinner's Pond	Prince P E I
Skipness	Bruce, N R O
Skir Dhu	Victoria N S
Skye	Glengarry O
Sky Glen	Inverness N S
Sligo	Cardwell O
Sluice Point	Yarmouth N S
Smithfield	Northumb'd, E R O
Smithfield	Guysboro' N S
Smith's	Westmoreland, N B
Smith's Cove	Digby N S
Smith's Creek	King's N B
Smith's Falls	Lanark, S R O
Smith's Mills	Stanstead Q
Smith Town	King's N B
Smithurst	Wellington, N R O
*Smithville, Lincoln	Lincoln O
Snake River	Renfrew, N R O
Soda Creek	Cariboo B C
Soldier's Cove	Richmond N S
Solina	Durham, W R O
Sombra	Bothwell O
Solway	Bruce, S R O
Somenos	Vancouver B C
Somerset	Megantic Q
Somerset	King's N S
Somerset	Prince P E I
Somerville	Carleton N B
Sonora	Guysboro' N S
Sonya	Victoria, N R O
Sooke	Vancouver B C
Soperton	Leeds, S R O
*Sorel	Richelieu Q
Souris, East	King's P E I
Souris, West	King's P E I
Southampton	York N B
Southampton	Cumberland N S
South Bar of Sid. Riv.	Cape Breton N S
South Barnston	Stanstead Q
South Bay	Prince Edward O
South Bay	Victoria N S
South Bay	St. John N B
South Bolton	Brome Q
South Branch	Colchester N S
South Branch (Ken.)	King's N B
S Br. St. Nicholas R.	Kent N B
South Cayuga	Haldimand O
South Cove	Victoria N S
South Douro	Peterboro', E R O
South Dudswell	Wolfe Q
South Dummer	Peterboro', E R O
South Durham	Drummond Q
South-East Passage	Halifax N S
South Ely	Shefford Q
South End	Welland O
S. End of Lochaber	Guysboro' N S
South Finch	Stormont O
South Gloucester	Russell O
South Gower	Grenville, N R O
South Granby	Shefford Q
S. Gut of St. Ann's	Victoria N S
South Ham	Wolfe Q
S. Head of Cow Bay	Cape Breton N S
South Lake	Leeds, S R O
South Lake	King's P E I
S. McLellan's M'tain.	Pictou N S
South Maitland	Hants N S
South March	Carleton O
South Middleton	Norfolk, N R O
South Monaghan	Peterboro', W R O
South Mountain	Dundas O
South Nelson	Northumberl'd N B
South Ohio	Yarmouth N S
Southport	Queen's P E I
South Quebec	Lévis Q
South Range	Digby N S
South Rawdon	Hants N S
South Rockland	Westmoreland, N B
South Roxton	Shefford Q
S. S. Basin Riv. Denis	Inverness N S
S. Side Boulardarie	Victoria N S
S. S. Whycocomagh B	Inverness N S
South Tilley	Victoria N B
South Vale	Colchester N S
South-W. Margaree	Inverness N S
South Stukely	Shefford Q
South-West, Mabou	Inverness N S
South-West, Lot 16	Prince P E I
South-West Point	Gaspé Q
South Wiltshire	Queen's P E I
South Woodslee	Essex O
South Zorra	Oxford, N R O
Spaffordton	Addington O
Spanish River	Algoma O
*Sparta	Elgin, E R O
Spa Springs	Annapolis N S
Sparrow Lake	Muskoka O
Speedside	Wellington, S R O
Speerville	Carleton N B
Speitche's Cove	Digby N S
Spence	Muskoka O
Spence	Westmoreland, N B
Spencer Cove	Quebec Q
Spencer's Island	Cumberland N S
Spencerville	Grenville, S R O
Spence's Bridge	Yale B C
Speyside	Halton O
Spring Arbour	Norfolk, S R O
Springbank	Middlesex, N R O
Spring Brook	Hastings, N R O
Springbrook	Dorchester Q
*Springfield	Elgin, E R O
Springfield	Lisgar M
Springfield	King's N B
Springfield, W O	York N B
Springfield	Annapolis N S
Springfield	Queen's P E I
Springford	Oxford, S R O
Spring Hill	Compton Q
Spring Hill	York N B
Spring Hill Mines	Cumberland N S
Springvale	Haldimand O
Springville	Peterboro', W R O
Springville	Pictou N S
Spruce Lake	St. John N B
Spry	Bruce, N R O
Spry Bay	Halifax N S
Staffa	Perth, S R O
Stamford	Welland O
Stanbridge, East	Missisquoi Q
Stanbridge Ridge	Missisquoi Q
Stanbridge Station	Missisquoi Q
Stanbury	Missisquoi Q
Standon	Dorchester Q
Stanfold	Arthabaska Q
Stanhope	Stanstead Q
Stanley	York N B
Stanley Bridge	Queen's P E I
Stanleydale	Muskoka O
Stanley's Mills	Peel O
Stanleyville	Lanark, S R O
*Stanstead	Stanstead Q
Stanton	Simcoe, S R O
Starkey's, W O	Queen's N B
Star Lake	Muskoka O
Starnesboro'	Huntingdon Q
Starrat	Muskoka O
*Stayner	Simcoe, N R O
Steam Mill Village	King's N S
Steele	Simcoe, N R O
Steep Creek	Guysboro' N S
Steeve's Mountain	Westmoreland, N B
Steeve's Settlement	Westmoreland, N B
Stella	Lennox O
Stellarton	Pictou N S
Stevensville	Welland O
Stewarton	King's N B
Stewartville	Renfrew, S R O
Stewiacke C. Roads	Colchester N S
Still Water	Guysboro' N S
*Stirling	Hastings, N R O
Stirton	Wellington, C R O
Stoby	N. W. Territories
Stockdale	Northumb'd, E R O
Stockwell	Chateauguay Q
Stoco	Hastings, E R O
Stoddarts	Annapolis N S
Stodderville	Marquette M
Stoke Centre	Richmond Q
Stokes Bay	Bruce, N R O
Stoketon	Richmond Q
Stonefield	Argenteuil Q
Stoneham	Quebec Q
Stone House	Cumberland N S
Stoneleigh	Muskoka O
Stoneton	Lincoln O
Stonewall	Lisgar M
Stony Creek	Wentworth, S R O
Stony Creek	Albert N B
Stony Lake	Peterboro', E R O
Stony Point	Essex O
Stormont	Guysboro' N S
Stornoway	Compton Q
Stottville	St. John's Q
*Stouffville	York, N R O
Strabane	Wentworth, N R O
Straffordville	Elgin, E R O
Strange	York, N R O
Strasburg	Waterloo, S R O
*Stratford	Perth, N R O
Strathabo	Northumberl'd N B
Strathallan	Oxford, N R O
Strathaven	Grey, N R O
Strathburn	Middlesex, N R O
Strathlorn	Inverness N S
Strathnairn	Grey, E R O
*Strathroy	Middlesex, N R O
*Streetsville	Peel O
Stromness	Monck O
Stronach Mountain	Annapolis N S
Stroud	Simcoe, S R O
Sturgeon	King's P E I
Sturgeon Bay	Simcoe, N R O
Sturgeon Point	Victoria, N R O
Stymast Settlement	Northumberl'd N B
Suffolk Road	Queen's P E I
Sugar Loaf, W O	Victoria N S
Sullivan	Grey, N R O
Sumas	N Westminster B C
summerfield	Carleton N B
Summer Hill	Queen's N B
Summerside	Prince P E I
Summerside	Antigonishe N S
Summerstown	Glengarry O
Summerville	Peel O
Summerville	King's P E I
Summerville	Hants N S
Sunbury	Frontenac O
Sunderland	Ontario, N R O
Sundridge	Pictou N S
Sunnybrae	Pictou N S
Sunnyside	King's N S
Sunnyside	Lisgar M
Sunshine	Huron, N R O
Surrey	Albert N B
Sussex Corner	King's N B
Sussex Portage	King's N B
Sussex Vale	King's N B
Sutherland's Cor.	Bothwell O
Sutherland's Mills	Pictou N S
Sutherland's River	Pictou N S
Sutton	Brome Q
Sutton Junction	Brome Q
Swan Creek	Sunbury N B
Swansburg	Shelburne N S
Sweaburg	Oxford, S R O
Sweetsburg	Missisquoi Q
Sweet's Corners	Leeds, S R O
Sweetsville	Kent N B
Switzerville	Lennox O
Sydenham Place	Drummond Q
Sydney	Cape Breton N S
Sydney Forks	Cape Breton N S
Sydney Mines	Cape Breton N S
Sylvan	Middlesex, N R O
Sypher's Cove	Queen's N B
Union	Elgin, E R O
Union Corner	Carleton N B
Union Centre	Picton N S
Union Road	Queen's P E I
Upham	Lunenburg N S
Uplands	Muskoka O
Upper	Haldimand O
Upper Abougoggin	Westmoreland, N B
Upper Bay du Vin	Northumb'd N B
Upper Bedford	Missisquoi Q
Upper Branch	Lunenburg N S
Upper Brighton	Carleton N B
Upper Buctouche	Kent N B
Upper Caledonia	Guysboro' N S
Upper Canard	King's N S
Upper Cape	Westmoreland, N B
Upper Caraquet	Gloucester N B
Upper Clarence	Annapolis N S
Upper Caverhill	York N B
Upper Clements	Annapolis N S
Upper Clyde River	Shelburne N S
Up. Cr. Rds, St. M'ys	Guysboro' N S
Upper Dyke Village	King's N S
Upper Economy	Colchester N S
Upper Gagetown	Queen's N B
Upper Gaspereaux	Queen's N B
Upper Goshen	Albert N B
Upper Greenwich	King's N B
Upper Hampstead	Queen's N B
Upper Hayneville	York N B
Upper Kennetcook	Hants N S
Upper Kent	Carleton N B
Upper Keswick	York N B
Up. Keswick Ridge	York N B
Upper La Have	Lunenburg N S
Upper Loch Lomond	St. John N B
Up. Magaguadavic	York N B
Upper Malagish	Cumberland N S
Upper Margaree	Inverness N S
Upper Maugerville	Sunbury N B
Upper Mills	Charlotte N B
Up. Musquodoboit	Halifax N S
Upper Neguac	Northumb'd N B
Upper New Horton	Albert N B
Upper Newport	Hants N S
Upper North River	Colchester N S
Upper Otnabog	Queen's N B
Upper Peel	Carleton N B
Upper Pereaux	King's N S
Upper Pockmouche	Gloucester N B
Upper Port Latour	Shelburne N S
Upper Queensbury	York N B
Upper Rawdon	Hants N S
Upper Rockport, W O	Westmoreland, N B
Upper St. Bazil	Victoria N B
Upper St. Francis	Victoria N B
Upper Sackville	Westmoreland, N B
Upper Set. Baddeck R.	Victoria N S
Upper Set. Middle R.	Victoria N S
Upper Set R. Dennis	Inverness N S
Upper Set. S. uth R.	Antigonishe N S
Upper Sheffield	Sunbury N B
Upper Southampton	York N B
*Upper Stewiacke	Colchester N S
Upperton	King's N B
Upper Wakefield	Ottawa Q
Upper Washabuck	Victoria N S
Upper Wicklow	Carleton N B
Upper Wood Har.	Shelburne N S
Upper Woodstock	Carleton N B
Uptergrove	Ontario, N R O
Urbania	Hants N S
Urquharts	King's N B
Usher	Antigonishe N S
Utica	Ontario, N R O
Utopia	Simcoe, S R O
Utterson	Muskoka O
Uttoxeter	Lambton O
*Uxbridge	Ontario, N R O
Vachell	York, N R O
Vaillantbourg	Compton Q
Valcartier	Quebec Q
Valcourt	Shefford Q
Val des Bois	Ottawa Q
Vale Colliery	Pictou N S
Valentia	Victoria, S R O
Vale Perkins	Brome Q
Valetta	Kent O
Vallentyne	Ontario, N R O
Valletort	Beauce Q
Valleyfield	Beauharnois Q
Valleyfield	King's P E I
Valley Station	Colchester N S
Valmont	Champlain Q
Valois	Jacques Cartier Q
Vanatter	Wellington, C R O
Vanbrugh	Renfrew, S R O
Vancamp Mills	Dundas O
Vandecar	Oxford, S R O
Vandeleur	Grey, E R O
Vanessa	Norfolk, N R O
*Vankleek Hill	Prescott O
Vankoughnet	Victoria, N R O
Vanneck	Middlesex, E R O
Vanvlack	Simcoe O
Van Winkle	Cariboo B C
Varennes	Verchères Q
Varna	Huron, S R O
Varney	Grey, S R O
Vasey	Simcoe, N R O
Vaudreuil	Vaudreuil Q
Vaudreuil Station	Vaudreuil Q
Vaughan	Hants N S
Veighton	Russell O
Vellore	York, W R O
Venice	Missisquoi Q
Vennachar	Addington O
Venosta	Ottawa Q
Ventnor	Grenville, S R O
Ventry	Grey, E R O
Verchères	Verchères Q
Verdun	Bruce, S R O
Vereker	Essex O
Vernal	Antigonishe N S
Vernon	Russell O
V

NAME OF POST OFFICE.	ELECTORAL DISTRICT AND PROVINCE.
*Vittoria	Norfolk, S R O
Vivian	York, N R O
Vogler's Cove	Lunenburg N S
Vroomanton	Ontario, N R O
Vyner	Lambton O
Waasis Station	Sunbury N B
Wagram	Wellington, N R O
Wakefield	Ottawa Q
Waldemar	Wellington, N R O
Wales	Stormont O
Walker's Point	Muskoka O
*Walkerton	Bruce, S R O
Walkerville	Essex O
Wallace	Perth, N R O
Wallace	Cumberland N S
Wallace Bridge	Cumberland N S
*Wallaceburg	Kent O
Wallace Ridge	Cumberland N S
Wallacetown	Elgin, W R O
Wallbridge	Hastings, W R O
Wallbrook	King's N S
Wallenstein	Waterloo, N R O
Waller	Russell O
Walmer	Oxford, N R O
Walnut	Lambton O
Walsh	Norfolk, S R O
Walsingham Centre	Norfolk, S R O
Walter's Falls	Grey, N R O
Waltham	Pontiac Q
Walton	Huron, C R O
Walton	Hants N S
Wanstead	Lambton O
Warburton	Leeds, S R O
Warden	Shefford Q
Ward's Creek Road	King's N B
*Wardsville	Middlesex, W R O
Wareham	Grey, E R O
Warkworth	Northumb., E R O
Warminster	Simcoe, N R O
Warner	Monck O
Warsaw	Peterboro', E R O
Wartburg	Perth, N R O
Warwick, East	Arthabaska Q
Warwick, West	Lambton O
Washago	Simcoe, N R O
Washburn	Frontenac O
Washington	Oxford, N R O
Waterborough	Queen's N B
*Waterdown	Wentworth, N R O
*Waterford	Norfolk, N R O
Waterford	Digby N S
Waterford	King's N B
*Waterloo, East	Shefford Q
*Waterloo, West	Waterloo, N R O
Waterside	Albert N B
Watervale	Pictou N S
Waterville	Compton Q
Waterville	Carleton N B
Waterville	King's N S
*Watford	Lambton O
Watson's Corners	Lanark, N R O
Watson Settlement	Carleton N B
Waubamick	Muskoka O
*Waubaushene	Simcoe, N R O
Waubuno	Lambton O
Waugh's River	Colchester N S
Waupoos	Prince Edward O
Waverley	Simcoe, N R O
Waverley	Halifax N S
Waweig	Charlotte N B
Way's Mills	Stanstead Q
Weaver Settlement	Digby N S
Webster's Corner	Queen's P E I
Weedon	Wolfe Q
Weedon Station	Wolfe Q
Weir	Wentworth, S R O
Weissenburg	Waterloo, N R O
Welcome	Durham, E R O
Weldford	Kent N B
Weldon	Kent O
*Welland	Welland O
Welland Port	Monck O
*Wellesley	Waterloo, N R O
Wellington	Prince P E I
Wellington	Marquette M
Wellington	Prince Edward O
Wellington	Albert N B
Wellington	Vancouver B C
Wellington	Yarmouth N S
Wellman's Corners	Hastings, N R O
Welsford	Queen's N B
Wendover	Prescott O
Wentworth	Cumberland N S
Wentworth Creek	Hants N S
Wentworth Station	Cumberland N S
West Arichat	Richmond N S
Wesleyville	Durham, E R O
West Bay	Inverness N S
West Boulton	Brome Q
Westbourne	Marquette M
W. Br. St. Nicholas R.	Kent N B
W. Br'ch River John	Pictou N S
W. Br'ch. Riv. Philip	Cumberland N S
West Brome	Brome Q
West Brook	Frontenac O
West Brook	Cumberland N S
West Broughton	Beauce Q
Westbury	Compton Q
West Cape	Prince P E I
West Cariboo	Pictou N S
Westchester	Cumberland N S
Westchester Lake	Cumberland N S
West Chezzetcook	Halifax N S
Westcock	Westmoreland N B
West Ditton	Compton Q
West Dublin	Lunenburg N S
Western Covehead	Queen's P E I
Western Road	Prince P E I
West Essa	Simcoe, S R O
*West Farnham	Missisquoi Q
Westfield	Huron, N R O
Westfield	King's N B
West Flamboro'	Wentworth, N R O
West Glassville	Carleton N B
West Gravenhurst	Muskoka O
West Gore	Hants N S
West Hill	York, E R O
West Grove	Muskoka O
West Huntley	Carleton O
West Huntingdon	Hastings, N R O
West Jeddore	Halifax N S
West La Have Ferry	Co. Lunenburg N S
West Lake	Prince Edward O
West Lorne	Elgin, W R O
West Lynne	Provencher M
West McGillivray	Middlesex, N R O
West Magdala	Elgin, W R O
Westmeath	Renfrew, N R O
West Merigomishe	Pictou N S
West Montrose	Waterloo, N R O
Westmoreland Point	Westmoreland, N B
West New Annan	Colchester N S
West Newdy Quoddy	Halifax N S
*Weston	York, W R O
West Osgoode	Russell O
Westover	Wentworth, N R O
Westport	Leeds, S R O
Westport	Digby N S
West Point	Prince P E I
West Potton	Brome Q
West Pubnico	Yarmouth N S
West Quaco	St. John N B
West River	Pictou N S
West River Station	Pictou N S
West Shefford	Shefford Q
W. Side of Lochaber	Antigonishe N S
W. Side Middle Riv.	Victoria N S
West St. Peter's	King's P E I
Westville	Pictou N S
*West Winchester	Dundas O
Westwood	Peterboro', E R O
Wexford	York, E R O
Weymouth	Digby N S
Weymouth Bridge	Digby N S
Whalen	Middlesex, N R O
Wheatland	Drummond Q
Wheatley	Essex O
Wheatley River	Queen's P E I
Wheaton Settlem't.	Westmoreland, N B
Wheeler	Lambton O
Whim Road Cross	King's P E I
Whitburn	Pictou N S
*Whitby	Ontario, S R O
White	Lanark, N R O
Whitehead	Guysboro' N S
Whitehead	King's N B
Whitehurst	Brockville O
White Lake	Renfrew, S R O
White Oak	Middlesex, E R O
White Point	Victoria N S
White Rock Mills	King's N S
White Rose	York, N R O
White's Cove	Queen's N B
White's Point	Queen's N B
*Whitevale	Ontario, S R O
Whitfield	Simcoe, S R O
Whitney	Northumb N B
Whittier's Ridge	Charlotte N B
Whittington	Wellington, N R O
Whitton	Compton Q
Whycocomagh	Inverness N S
Whycocomagh, Rear	Inverness N S
*Wiarton	Grey, N R O
Wick	Ontario, N R O
Wickham, West	Drummond Q
*Wingham	Huron, N R O
*Winnipeg	Selkirk M
Winona	Wentworth, S R O
Wine Harbour	Guysboro' N S
Winfield	Wellington, C R O
Winger	Monck O
Wickham	Queen's N B
Wicklow	Northumb., W R O
Wicklow	Carleton N B
Widder	Lambton O
Wiggins	Queen's N B
Wilberforce	Peterboro', E R O
Wilfrid	Ontario, N R O
Wilkesport	Bothwell O
Willetsholme	Frontenac O
Williamsdale	Cumberland N S
Williamsford Stat'n.	Grey, N R O
Williamstown	Glengarry O
Williamstown	Carleton N B
Williscroft	Bruce, N R O
Willow Creek	Bruce, N R O
Willowdale	York, W R O
Willowdale	Queen's N B
Willowgrove	Haldimand O
Willowgrove	St. John N B
Wilmot	Annapolis N S
Wilmot Valley	Prince P E I
Wilmur	Frontenac O
Wilson	Norfolk, S R O
Wilson's Beach	Charlotte N B
Wilson's Corners	Ottawa Q
Wilson's Mills	Megantic Q
Wilton	Lennox O
Wilton Grove	Middlesex, E R O
Winchelsea	Huron, S R O
Winchester Springs	Dundas O
Windermere	Muskoka O
Windfall	Essex O
Windham Centre	Norfolk, N R O
Windham Hill	Cumberland N S
Winding Ledges	Victoria N B
*Windsor	Essex O
Windsor	Carleton N B
Windsor	Hants N S
Windsor Junction	Halifax N S
Windsor Mills	Richmond Q
Wine Harbour	Guysboro' N S
Winfield	Wellington, C R O
*Wyoming	Lambton O
Wyevale	Simcoe, E R O
Wyse's Corner	Halifax N S
Yale	Yale B C
Yamachiche	St. Maurice Q
Yamaska	Yamaska Q
Yarker	Addington O
Yarm	Pontiac Q
Yarmouth	Yarmouth N S
Yarmouth Centre	Elgin, E R O
Yatton	Wellington, C R O
Yelverton	Durham, E R O
Yeovil	Grey, S R O
Yoho	York N B
*York	Haldimand O
York Mills	York, E R O
*Yorkville	York, E R O
Young's Cove	Queen's N B
Young's Point	Peterboro', W R O
Youngsville	Oxford, N R O
Zealand	Addington O
Zephyr	Ontario, N R O
Zimmerman	Halton O
Zion	Durham, E R O
Ziska	Muskoka O
Zurich	Huron, S R O
Woodside	Megantic Q
Woodside	Marquette M
*Woodslee	Essex O
*Woodstock	Oxford, N R O
Woodstock	Carleton N B
Woodstock R. Stat'n	Carleton N B
*Woodville	Victoria, N R O
Woodville	Hants N S
Woodward's Cove	Charlotte N B
Woodworth	Albert N B
Wooler	Northumb., E R O
Wotton	Wolfe Q
Wreck Cove	Victoria N S
Wright	Ottawa Q
*Wrozeter	Huron, N R O
Wyandot	Wellington, N R O
Wyebridge	Simcoe, N R O

GENERAL INFORMATION

REGARDING

The Royal Family, the Dominion Cabinet, the Senate, the House of Commons, the Provincial Legislatures, Stamp Duties, Postal Rates, &c., &c.

THE QUEEN AND THE ROYAL FAMILY.

THE QUEEN.—Victoria, of the United Kingdom of Great Britain and Ireland, Queen, Empress of India, Defender of the Faith. Her Majesty was born at Kensington Palace, May 24, 1819; succeeded to the throne June 20, 1837, on the death of her uncle, King William IV.; was crowned June 28, 1838; and married, Feb. 10, 1840, to his Royal Highness Prince Albert. Her Majesty is the only child of his late Royal Highness Edward, Duke of Kent, son of King George III. The children of Her Majesty are—

Her Royal Highness Victoria Adelaide Mary Louisa, Princess Royal of England and Prussia, born Nov. 21, 1840, and married to his Royal Highness William, the Crown Prince of Germany, Jan. 25, 1858, and has had issue four sons and four daughters.

His Royal Highness Albert Edward, Prince of Wales, born Nov. 9, 1841; married March 10, 1863, Alexandria of Denmark (Princess of Wales), born December 1, 1844, and has issue, Prince Albert Victor, born Jan. 8, 1864, George Frederick Ernest Albert, born June 3, 1865; Louisa Victoria Alexandra Dagmar, born Feb. 20, 1867; Victoria Alexandra Olga Mary, born July 6, 1868; and Maude Charlotte Mary Victoria, born Nov. 26, 1869.

Her Royal Highness Alice Maud Mary, born April 25, 1843; married H.R.H. Prince Frederick Louis of Hesse, July 1, 1862, and had issue five daughters and one son; second son killed by accident, May, 1873. Died December 14, 1878.

His Royal Highness Alfred Ernest Albert, Duke of Edinburgh, born Aug. 6, 1844; married Her Imperial Highness the Grand Duchess Marie of Russia, Jan. 23, 1874, and has issue one son.

Her Royal Highness Helena Augustus Victoria, born May 25, 1846; married to H.R.H. Prince Frederick Christian Charles Augustus of Schleswig-Holstein-Sonderburg-Augustenburg, July 5, 1866, and has issue two sons and two daughters.

Her Royal Highness Louisa Carolina Alberta, born March 18, 1848; married to the Marquis of Lorne, eldest son of the Duke of Argyle, March, 1871.

His Royal Highness Arthur William Patrick Albert, born May 1, 1850; married recently to Princess Louise, daughter of Prince Frederick-Charles of Prussia.

His Royal Highness Leopold George Duncan Albert, born April 7, 1853.

Her Royal Highness Beatrice Mary Victoria Feodore, born April 14, 1857.

DOMINION OF CANADA.

Seat of Government—Ottawa.

Governor General—His Excellency the Right Honourable the Marquis of Lorne, K.T., G.C.M.G., P.C.

PRIVY COUNCIL.

Premier, Minister of Interior	Rt. Hon. Sir John A. Macdonald.
Minister of Finance	Hon. Sir. S. L. Tilley.
Postmaster General	" John O'Connor.
Minister of Public Works	" H. L. Langevin.
Secretary of State	" J. C. Aikins.
Minister of Railways and Canals	" Sir. C. Tupper.
Minister of Agriculture	" J. H. Pope.
President of the Privy Council	" L. R. Masson.
Minister of Justice	" James Macdonald.
Minister of Militia and Defence	" Sir A. Campbell.
Minister of Marine and Fisheries	" James C. Pope.
Minister of Customs	" M. Bowell.
Minister of Inland Revenue	" G. Baby.
Speaker of the Senate	" D. L. Macpherson.

Officers.—William A. Himsworth, Clerk of the Privy Council; Jos. O. Côté, Assistant do.

SENATE OF CANADA.

Hon. David L. Macpherson, *Speaker* (Toronto).
Robert LeMoine, *Clerk of the Parliaments.*

SENATORS.	P. O. ADDRESS.
Hon. John Hamilton	Kingston.
" Walter H. Dickson	Niagara.
" Alexander Campbell	Toronto.
" David Christie	Paris.
" James Cox Aikins	Toronto.
" David Reesor	Yorkville.
" Elijah Leonard	London.
" William McMaster	Toronto.
" John Simpson	Bowmanville.
" James Skead	Ottawa.
" Billa Flint	Belleville.
" George W. Allan	Toronto.
" Jacques O. Bureau	Montreal.
" John Hamilton	Hawkesbury.
Hon. Charles Cormier	Plessisville.
" David E. Price	Quebec.
" L. Dumouchel	Longueuil.
" J. F. Armand	Rivière des Prairies.
" William H. Chaffers	St. Césaire.
" Jean B. Guévrement	Sorel.
" James Ferrier	Montreal.
" Thomas Ryan	Montreal.
" T. D. Archibald	Sydney, N. S.
" Robert B. Dickey	Amherst, N. S.
" John Bourinot	Sydney, N. S.
" William Miller	Arichat, C. B.
" A. E. Botsford	Sackville, N. B.
" William H. Odell	Fredericton.
" David Wark	Fredericton.
" John Ferguson	Bathurst.
" A. R. McClelan	Hopewell, N. B.
" J. C. Chapais	St. Denis, Kamouraska.
" James R. Benson	St. Catharines.
" John Glasier	Sunbury, N. B.
" James Dever	St. John, N. B.
" A. W. McLelan	Londonderry, N. S.
" A. Macfarlane	Wallace, N. S.
" Frank Smith	Toronto.
" Robert Read	Belleville.
" M. A. Girard	St. Boniface, Manitoba.
" J. Sutherland	Kildonan, Manitoba.
" Hugh Nelson	Barkerville, B. C.
" C. F. Cornwall	Ashcroft, B. C.
" W. J. Macdonald	Victoria, B. C.
" H. A. N. Kaulbach	Lunenburg, N. S.
" M. H. Cochrane	Compton.
" William Muirhead	Chatham, N. B.
" Alexander Vidal	Sarnia.
" Eugene Chinic	Quebec.
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" F. X. A. Trudel	Montreal.
" R. W. Scott	Ottawa.
" E. G. Penny	Montreal.
" Pierre Baillargeon	Quebec.
" A. H. Paquet	St. Cuthbert
" Hector Fabre	Quebec.
" G. G. Stevens	Waterloo, Q.
" C. H. Pozer	St. George, Beauce Co., Que.
" J. D. Lewin	St. John, N. B.
" Adam Hope	Hamilton.
" L. G. Power	Halifax.
" R. P. Grant	Pictou, N. S.
" C. A. P. Pelletier	Quebec.
" Jos. Rosaire Thibaudeau	Montreal.
" Wm. H. Brouse	Prescott.
" C. E. B. de Boucherville	Boucherville, Que.
" Harcourt B. Bull	Hamilton.
" William J. Almon	Halifax.
" J. S. Carvell	Charlottetown.
" T. N. Gibbs	Oshawa.
" John Boyd	St. John, N. B.
" Jos. Northwood, Sr	Chatham, Ont.

Chief Permanent Officers of the Senate of Canada.—Robt. LeMoine, Clerk, Master in Chancery, Cashier and Accountant; Fennings Taylor, Deputy Clerk, Clerk Assistant and Master in Chancery; R. E. Kimber, Gentleman Usher of the Black Rod.

HOUSE OF COMMONS.

Hon. Joseph Goderic Blanchet, Speaker. Alfred Patrick, Esq., Clerk of the House.

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	Wm. McKay McLeod	Sydney, C. B., N.S
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Champlain	Hippolyte Montplaisir	C. de la Magdel'ne.
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Lanark, S. R.	John G. Haggart	Perth, O.
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L'Assomption	Hiliare Hurteau	St. Lin, Q.
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Maskinongé	Frederick Houde	Montreal.
Megantic	L. E. Olivier	St. Ferdinand, Q.

CHRONOLOGICAL LANDMARKS IN THE HISTORY OF CANADA.

Icelanders discover America.....1001
First Greenland Bishop visits settlement at Vineland.....1121
Ship from Greenland goes to Markland (mouth of the St. Lawrence), and returns by Iceland.....1349
Columbus discovers America.....1492
John Cabot discovers Labrador and Newfoundland.....1497
Gasper Cortereal enters the Gulf of St. Lawrence.....1500
French fishermen visit the bank of Newfoundland.....1504
Sebastian Cabot enters Hudson's Bay.....1517
Verazzano explores the American Coast.....1525
Jacques Cartier enters the Bay of Chaleurs, 9th of July.....1534
Cartier discovers the River St. Lawrence, and reaches Hochelaga..1535
First unsuccessful attempt to Colonize Canada.....1541
Settlers left on Sable Island by Marquis de la Roche.....1598
Champlain first visits Canada.....1603
Settlement formed at Annapolis (Port Royal).....1605
First settlement at Quebec.....1608
First Jesuit Missionaries come to Acadia.....1611
Settlement at Port Royal taken by the English.....1613
Recollet Fathers come to Quebec; Champlain visits Lake Ontario, and ascends the Ottawa to Lake Nipissing.....1615
Canada invaded by the Iroquois...1617
Foundation of the Recollet Convent at Quebec and of the Castle of St. Louis.....1620
Nova Scotia granted to Sir W. Alexander by James I.; First Code of Laws promulgated at Quebec...1621
Nova Scotia first settled by English.1624
Jesuit Fathers arrive at Quebec....1625
Death of the first colonist, Louis Hébert.....1626
Canada granted to "Company of One Hundred Associates;" Feudal System established.....1627
Quebec taken by the English.....1629
Canada and Acadia restored to France; First School opened at Quebec.....1632
Champlain returns to Canada.....1633
Death of Champlain.....1635
Sillery founded, Jesuit's College, Hôtel Dieu.....1637
Earthquakes; Ursuline Convent at Quebec founded.....1639
Incursions of Iroquois.....1640
Montreal first settled and fort built at Sorel.....1642
Battle with Iroquois at Montreal..1644
Lake St. John discovered.....1647
Hurons destroyed by Iroquois.....1649
Expedition to Hudson's Bay.....1651
Acadia taken by English.....1654
Seminary of Montreal founded....1657
M. de Laval, first Bishop, arrives; Two fur-traders visit the Sioux..1659
Lake Superior visited.....1660
Violent Earthquake; "Associated Company" dissolved; Royal Government established; First Courts of Law; Seminary at Quebec founded.....1663
Seigniories granted.....1664
Carignan Regiment sent to settle in Canada; Fort of Chambly built..1665
Expedition against the Iroquois; Church at Quebec consecrated...1666
Acadia restored to France; Trade opened with West Indies.....1667
Hudson's Bay Company formed in England.....1668
Mission opened at Michilmackinac.1669
Small-pox devastates Indians.....1670
Expedition to Hudson's Bay; Country around Lake Huron taken possession of by Perrot.....1671
Fort at Kingston built; Church built of stone at Montreal.....1672
Mississippi discovered.....1673
Lachine founded; Iroquois established at Caughnawaga.....1674
Market opened at Quebec.....1676
Fort Niagara founded by La Salle, and Lakes explored to Lake Michigan.....1679
La Salle reaches mouth of Mississippi.....1682
War with Iroquois; Fatal Epidemic throughout Canada.....1686
Massacre at Lachine; War declared between England and France.1689
Acadia taken by New Englanders, and Canada invaded.....1690
Iberville takes English forts at Hudson's Bay.....1694
Iroquois territory invaded, and Acadia and Newfoundland taken by French.....1696
Peace concluded.....1697
Louisiana colonized.....1699
Peace made with Iroquois; Fort of Detroit founded.....1701
War declared; New England invaded.....1703
Canadians granted leave to manufacture.....1704
Cape Breton colonized.....1708
Canada invaded by English.....1709
Acadia taken by English.....1710
Canada again invaded.....1711
Treaty of Utrecht; Acadia ceded to England; Newfoundland and Hudson's Bay restored; Stages established between Quebec and Montreal.....1713
Ships built at Quebec.....1715
First Government founded by English in Nova Scotia.....1719
Fort of Louisbourg built.....1720
First post established.....1721
Division of settled country into parishes.....1722
Census taken.....1723
English build fort at Oswego.....1724
War with Western Savages.....1727
Famine in Canada.....1730
Crown Point built.....1731
Forts built on Lake of the Woods, Lake Winnipeg, the Saskatchewan, and Assiniboine....1732 to 1738
First Forge at St. Maurice.....1739
Territory between Mississippi and Rocky Mountains explored.....1743
War between England and France; Louisbourg taken by New England.....1745
New England Colonies attacked by French.....1746
Peace of Aix la Chapelle; Louisbourg restored to France; Halifax founded by English; Forts built at Green Bay and Toronto by French; Militia-Rolls drawn up for Canada; Courts of Justice erected, Nova Scotia; Acadians leave Nova Scotia for Canada and Prince Edward Island.....1747
Unsuccessful attempt to settle limits of colonies.....1750
Fort Du Quesne built; Hostilities are renewed.....1754
Acadians are expatriated; Braddock defeated by French, and Dieskau by English; Ticonderoga built by French, and Forts William Henry and Edward by English.....1755
Montcalm arrives; Oswego is taken by the French; Famine and small-pox in Canada.....1756
Fort William Henry taken by French; General failure of harvest in Canada.....1757
First meeting of Legislature at Halifax; Louisbourg and Prince Edward Island and Forts Du Quesne and Frontenac taken by English.....1758
Crown Point and Ticonderoga surrendered, Niagara taken by Sir W. Johnson, Quebec by Gen. Wolfe.....1759
Canada surrendered to British.....1760
First English Settlement in New Brunswick.....1762
Treaty of Peace; Cape Breton annexed to Nova Scotia.....1763
Courts established in Canada; Labrador and Prince Edward separated from it; First newspaper published at Quebec.....1764
Fire at Montreal; Conspiracy of Pontiac.....1765
First vessel built at St. John, N. B...1770
Chapter of Quebec becomes extinct; Jesuits are abolished.....1773
Constitution of 1774 granted by Quebec Act; Council formed; Northwest coast explored by Cook and Vancouver.....1774
Revolt of English colonies; Invasion of Canada; Martial Law proclaimed; Montreal taken, and Montgomery defeated and killed before Quebec.....1775
Canada evacuated by Americans; Declaration of Independence....1776
Meeting of Council and passing of ordinances respecting militia and administration of justice.....1777
Treaty of peace signed; U. E. Loyalists settle in Ontario and New Brunswick; N. W. Company formed; Kingston founded....1783
Cape Breton separated from Nova Scotia.....1784
New Brunswick separated from Nova Scotia; Habeus Corpus Law introduced into Canada; First school opened in Ontario; City of St. John established by Royal Charter.....1785
Ontario divided into five districts, and English Law introduced; King's College, Nova Scotia, founded.....1788
Canadian Act passed; Provinces Ontario and Quebec divided.....1791
1st Parliament of Lower Canada meets.....1792
1st Parliament of Upper Canada; 2d session Lower Canada; Pub. accounts do. first published; First merchant vessels on Lake Ontario; Horse ferry on Niagara River; First Protestant Bishop of Quebec.....1793
First roads opened in Upper Canada; Toronto founded.....1794
Road Bill passed L. Canada Legislature; Canadian volunteers embodied; Fort Niagara ceded to U. S.....1796
First stages established in Upper Canada.....1798
Education Act passed in Upper Canada.....1799
Great fire in Montreal.....1803
Locks made at Coteau, Cascades, and Long Sault.....1804
First ship built in Montreal; First French newspaper published....1806
Grammar schools established in Upper Canada.....1807
First steamer on St. Lawrence....1809
Le Canadien suppressed.....1810
Judges excluded from Parliament.1811
War with United States; Battle of Queenstown.....1812
Chateauguay, Chrysler's Farm, Fort Niagara; Hamilton founded.1813
Battles of Lacolle, Chippewa, Lundy's Lane, Plattsburg; Treaty of peace signed.....1814
First steamboat on Lake Ontario; Common schools established in U. Canada.....1816
Banks opened at Quebec and Montreal.....1817
Steamer on Lake Erie; Royal Institution established, L. C.; Halifax and St. John made free ports.....1818
First steamer on Ottawa; Cape Breton annexed to Nova Scotia.....1819
Lachine Canal commenced; Union of Hudson's Bay and N. W. Companies.....1821
Union of Provinces proposed.....1822
Lower Canada Legislature vote money for encouragement of Agriculture.....1823
Fabrique Act passed.....1824
Death of Bishop Mountain, and of R. C. Bishop; Great fire on the Miramichi, N. B.....1825
Steamers on Lake St. Louis and Lake St. Francis; Latest navigation open at Quebec on record.1826
Rideau Canal begun; McGill College founded; King's College, Toronto, founded; Clergy-Reserves agitation.....1827
Saguenay District explored; Petitions from Lower Canada sent to England; Earliest known opening of navigation at Quebec; Pictou and Sydney made free ports.1828
Upper Canada College opened; Welland Canal begun.....1829
Canada divided into counties; Longest season of navigation on St. Lawrence.....1830
Steamer between Quebec and Halifax; Chambly Canal begun....1831
Cholera.....1832
Quebec and Montreal incorporated; Castle of St. Louis burned.....1833
Passing of the 92 Resolutions by L. C. Assembly; Second year of Cholera.....1834
General agitation throughout the Canadas.....1836
Ascension of Her Majesty; Breaking out Canadian Rebellion; Fire at St. John, N. B.; First railway, L. C.....1837
Suspension of L. C. Constitution; General amnesty; Second insurrection.....1838
Special Council assembled at Montreal; Boundary difficulties, New Brunswick; First horse railway, Upper Canada.....1839
Union of Provinces.....1840
First Parliament of Canada meets at Kingston; Municipal and Education laws passed; First screw steamer on Lakes.....1841
"Ashburton Treaty;" First railway commenced in Nova Scotia..1842
Boundary Survey; King's College, Toronto, opened; Cornwall and Chambly canals opened; Seat of Government removed to Montreal 1843
Dr. Ryerson appointed Superintendent of Education, U. C.; First Convocation of Toronto University; First railway commenced in New Brunswick.....1844
Rebellion losses commission; Great fires at Quebec; Welland Canal opened.....1845
Lake Superior mines explored; School Bill passed for Upper Canada.....1846
Ship fever; First telegraph, Canada; Normal School established at Toronto; Grand Trunk Railway commenced.....1847
Navigation laws repealed; First telegraph, Nova Scotia and New Brunswick.....1848
Rebellion Losses Bill; Burning of Parliament House; Riots at Toronto and other places; Beauharnois Canal opened.....1849
Parliament meets at Toronto; Clergy-Reserves agitation.....1850
Gold discovered at British Columbia, and coal at Nanaimo, Vancouver's Island.....1850
"Separate School" system in Ontario; Great fire in Montreal; Change in postal system.....1851
Parliament meets at Quebec; Trinity College, Toronto, and Laval University, Quebec, opened..1852
First locomotive railway in Ontario; Great Western Railway commenced; First screw steamer from Liverpool to St. Lawrence..1854
Seigniorial Tenure and Clergy Reserves question settled.....1854
Reciprocity Treaty; Paris International Exhibition; First vessel from Chicago, through St. Lawrence to Liverpool.....1855
Allan Steamship Line established; Education Bill passed; Victoria Bridge begun.....1856
Normal Schools in Quebec; First Petroleum works, Ontario; Gold discovered, Nova Scotia.....1857
Decimal system adopted; Ottawa named capital; Atlantic Cable laid; Delegates sent to England about "confederation;" First railway completed in Nova Scotia; Great Western Railway completed.....1858
Prince of Wales visits Canada; Victoria Bridge opened; First railway opened in New Brunswick; Grand Trunk Railway completed.....1860
Secession of Southern States; Troops sent to Canada; First street railways, Montreal and Toronto.....1861
International Exhibition, London; War in United States; Conference at Charlottetown concerning Confederation.....1862
Illegal recruiting in Canada for U.S. Army.....1863
Quebec Conference.....1864
Confederation passes Canadian Parliament; close of War of Secession; Reciprocity Treaty expires.1865
Nova Scotia and New Brunswick accept Confederation; Last session of Canadian Parliament; Atlantic Cable laid.....1866
First Fenian Raid; British North American Act passes Imperial Parliament, May.....1867
Dominion inaugurated, 1st of July; First meeting of Dominion Parliament, 6th Nov.....1867
Assassination of Mr. McGee; Discovery of silver mines at Thunder Bay, Lake Superior; Sir John Young succeeds Lord Monck as Governor-General.....1868
Second session Dominion Parliament; Intercolonial Railway commenced; Prince Arthur comes to Canada.....1869
Second Fenian Raid; N. W. Territory and Manitoba come into Dominion; Insurrection at Red River.....1870
British Columbia enters Dominion; Pacific Railway Survey undertaken; Washington Treaty; Census of Dominion taken.....1871
Washington Treaty accepted by Dominion Parliament; Dissolution 1st Dominion Parliament; Lord Dufferin succeeds Lord Lisgar...1872
Pacific Railway charter granted, General agitation respecting charges of political corruption on the part of the administration with respect to granting this charter; Prince Edward Island enters the Confederation; Dissolution of Parliament; Sir John Macdonald's administration overthrown through the Pacific Railway investigation; A Liberal administration succeeds, under the Premiership of Hon. Alexander Mackenzie.....1873
New Pacific Railway Bill passed, and the surveys published; Louis Riel elected member of Parliament from Manitoba, but he is outlawed for participation in the North-west rebellion of 1870; Lord Dufferin, Governor-General, makes a popular summer progress through the upper Provinces.....1874

1875.

Great fire in Winnipeg; Lepine's sentence commuted by the Gov.-General; avalanche at Quebec, seven lives lost; passage of the New Brunswick School Laws by the House of Commons; N. W. Territories organized; passage of Canadian Copyright Bill; serious religious riots in Toronto; organization of the Supreme Court of Canada as the final resort of Canadian litigation.

1876.

First locomotive for the Canada Pacific arrives at Ft. William; St. Hyacinthe, Que., destroyed by fire; Canada takes over 300 prizes at the Centennial; determined strike along the whole Grand Trunk, impeding the traffic of the whole country; the military called out, and one of the rioters killed at Belleville by the Queen's Own; widespread labor troubles throughout the country.

1877.

Unprecedented snow blockades throughout the Dominion; anti-Orange riots in Montreal and Charlottetown; Hackett killed at Montreal; fishery award of $5,500,000 rendered by the International Commission appointed under the operation of the Treaty of Washington; opening of the first section of the Canada Pacific Railway; great fire in St. John, New Brunswick.

1878.

Independence of Parliament Act passed; N. B. Legislature dissolved by reason of refusal to vote supplies; grand review of Canadian volunteers at Montreal, May 24th; Canada awarded 225 prizes at the Paris Exposition; complete rout of the Liberal party at the September elections on the "National Policy" issue of Sir John Macdonald; Marq. of Lorne succeeds Lord Dufferin.

1879.

Adoption of a protective tariff by the Government; Lieut.-Gov. of Quebec dismissed by Dominion Government; Mowat Government sustained at Ontario June elections; animated discussion in favor of a Legislative Union of the Maritime Provinces; Government select the "Winnipeg" route for the Canada Pacific, and locate the western end *vid* the Fraser River, B.C.

EXEMPTION.—The bed, bedding and bedsteads in ordinary use necessary and ordinary wearing apparel of debtor and his family, one stove and pipes, one crane and appendages, one pair of andirons, one set of cooking utensils, one pair of tongs and shovel, one table, six chairs, six knives, six forks, six plates, six teacups, six saucers, one sugar basin, one milk jug, one teapot, six spoons, all spinning wheels and weaving looms in domestic use, ten volumes of books, one axe, one saw, one gun, six traps, and such fishing tackle and seines as are in common use, all necessary fuel, meat, fish, flour, and vegetables actually for use, sufficient for thirty days and not exceeding $40 in value ; one cow, four sheep, two hogs, and food therefor for thirty days; tools and implements or chattels usually in the debtor's occupation to value of $60. No article exempt from seizure for debt contracted on account of identical article.

GARNISHMENT OF DEBTS.—In Division Court plaintiff may (except in suit for damages) garnish debts due or accruing due to the defendant at commencement of suit, or at any time after judgment entered ; and judgment debtor may be ordered to pay certain sums monthly in satisfaction of judgment. In Superior and County Courts orders to garnish debts are granted after judgment obtained. Debts due mechanics, workmen, servants or employees, in respect of wages, if under $25, are exempt from garnishment ; if in excess of $25, only such excess can be garnished, unless the debt was contracted previous to the 1st of October, 1874, in which case the conditional exemption does not apply.

HOMESTEADS.—In the free-grant districts 200 acres may be granted by the Crown to actual settlers over 18 years old, which grants are absolutely exempt from seizure before issue of patent. After issue, as long as any interest in the land is owned by settler, his widow or heirs, it is exempt during twenty years from date of location, unless for debt secured by a valid mortgage, made subsequent to such issue.

INTEREST.—Parties may agree as to rate. Banks and insurance companies are limited to certain rates. In absence of agreement the legal rate is six per cent.

LIEN.—Judgment is no lien, but creditor, upon depositing with the sheriff writs of *fi. fa.* against defendant's goods and lands, binds such property from delivery. These writs may issue simultaneously, but debt must be levied against the goods before proceeding on the lands. Mechanics, contractors, or parties supplying work, machinery or material for the erection, repairing or altering of any building, erection or mine, shall have a "Mechanic's Lien" thereon until the claim for such work or service is paid, which, to be valid, must be registered at the County Registry Office within thirty days; and every such lien attaches to the estate, legal and equitable, of the owner of such building, erection or mine, as the case may be.

LIMITATION.—On simple contracts, debts, and money demands, six years. On contracts under seal, twenty years. No distinction made as to non-resident plaintiff. Part payment of principal or payment of interest will prevent the debt from being barred, and any acknowledgment in writing of the debt, or promise in writing to pay the same, will have the like effect. The acknowledgment, however, must be such as will justify the inference of a promise to pay, and such acknowledgment or promise must be signed by the debtor or his authorized agent.

MARRIED WOMEN.—Real and personal estate exempt from husband's debts His possession of wife's personalty does not render the same liable for his debts. A married woman may purchase stocks, deposit money in banks in her own name, give receipts therefor, sue for, and be used on account of her own property in her own name, as if she were *femme sole*. Husband is not liable for debts of wife, regarding her separate employment.

NOTARY.—Appointed by Lieut.-Governor. He draws, passes, and issues deeds, contracts, &c., &c., and attests all commercial instruments for public protestation. All foreign bills and notes must be attested by a notary. Inland bills and notes do not necessarily require protest, yet protest is always advisable, as the prosecution of the protest is *prima facie* evidence of allegations therein contained.

SECURITY FOR COSTS.—A non-resident plaintiff must give security for costs of suit if application therefor be made by the defendant, unless such plaintiff has real estate within the Province available to satisfy such costs.

QUEBEC.

ARREST.—For fraudulent departure from Canada, or secretion of property, past or intended, with intent to defraud. No arrest for debt under $40.00. No arrest for foreign debt. England held to be a foreign country.

ATTACHMENT.—Can issue for any debt over $5.00 on the same grounds as arrest for debts over $40.00.

ATTORNEY.—Has no legal power, without special consent, to receive money and discharge debtor. If moneys be not paid over, his receipt is no bar to execution to collect, unless such special consent be given him by creditor.

ASSIGNEES in Insolvency are subject to the summary jurisdiction of the Court. They are appointed by the Governor, and enter security for each insolvent estate.

COURTS.—(1.) *Circuit Court*.—Jurisdiction up to $200.00; cases over $100.00 appealable. In the Cities of Quebec and Montreal, cases over $100.00 are cases in the Superior Court. (2.) *Superior Court*.—Original jurisdiction over all cases and complaints not cognizable by the Circuit Court, except those of purely Admiralty jurisdiction. (3.) *Court of Review*.—An intermediate appeal, by rehearing, before three Judges of the Superior Court, from the decisions of *one* Judge of the same Court, of appealable cases from Circuit Court. Deposit required for costs, from Circuit Court, $20.00; from Superior Court, $40.00. (4.) *Court of Queen's Bench* is composed of five Judges, and was formerly the final Court of Appeal, except in cases of £500 sterling and upwards, which might be further appealed to Her Majesty's Privy Council. By the late establishment of (5.) *The Supreme Court* at Ottawa, that is now the final Court of Appeal in this Province, except in certain specified cases, which are still appealable to the Privy Council in England.

COSTS of every kind are taxable by tariff duly revised by the authorities.

EVIDENCE.—The rules of the commercial laws of England, as they existed when the statute introducing them was passed.

EXECUTION issues fifteen days after Judgment. It *may* issue *at once*, upon affidavit showing intended fraud or removal.

EXEMPTION.—Six of the usual articles used in the debtor's household, together with clothing, bed and bedding of his family. Also, fuel and food for his family for thirty days; one cow, four sheep, two pigs, fifteen hives of bees, ond all tools ordinarily used in his trade.

INTEREST.—Legal rate, where no special agreement is made, six per cent.; *any stipulated* amount can be collected; on accounts, it accrues only from date of suit; on notes, from maturity. Banks are limited to certain rates.

LIMITATION.—Five years from date of maturity, for notes and bills; also, for professional services, disbursements and sales of movable effects; two years for work, labor, wages of workmen (not domestics), damages for offences, or *quasi* offences in commercial cases, tuition and lodging; one year for hotel or boarding-house charges, libel, etc.

NON-RESIDENTS.—Any non-resident must enter security for costs by two sureties; or a money deposit—in the Circuit Court, $500; in the Superior Court, $100; also, there must be filed a Power of Attorney to the advocates, to sue.

NOTARY PUBLIC.—Draws and signs deeds, of which certified copies make authentic evidence—he retaining the originals. Upon his death, his heirs-at-law are bound to deposit them in Court, where copies or extracts may be obtained.

STAY OF EXECUTION.—On deposit of costs, as above, execution may be stayed eight days for *Review;* and after final judgment in Review, one year, to appeal from such final judgment.

NEW BRUNSWICK.

ARREST.—In Supreme Court and County Courts arrest may be made on affidavit of cause of action for $20 or over, but when the cause of action is simply a *claim*, a Judge's order must be obtained. The debtor may at any time apply for examination, and if he has no property, claim his discharge. Unmarried women may also be arrested as above, in above Courts, but no female can be arrested in any other Court. Arrest for debt can be effected in the City Court of St. John, and Portland Civil Court, on affidavit of debt to the extent of $80. Defendant may also be arrested on entering of judgment, and held for fifty days, with above exception as to no property.

ATTACHMENT.—All real and personal property liable to execution may be attached, under certain conditions, and held as security to satisfy anticipated judgments in pending suits.

BILLS AND NOTES.—Three days' grace allowed. Acceptances must be in writing. All parties (to be held) must be notified the same or following day, of the dishonor of a bill or note, by mail or personal service.

EXECUTIONS.—Final judgment may be signed and execution issued twenty days after verdict. When no appearance is entered to a writ, judgment may be signed and execution issue in forty days for ordinary debt, and thirty in case of a note or bill of exchange. The above refers to Supreme Court. In County Courts, the time for signing judgment and issuing execution is reduced by ten days in each case.

EXEMPTIONS.—The tools, implements, and instruments of debtor's trade, occupation, or profession, together with bedding, furniture, household utensils, clothing, &c., in actual necessary use by his family ; also food and a few other articles similar to those exempt in the other Provinces.

GARNISHEE.—Twenty dollars for wages, &c., is exempt from garnishee. With that exception, any amount due defendant from a third party may be attached by garnishee, subsequent to judgment being signed, or even previous thereto, if suit is instituted.

INTEREST.—Legal rate, six per cent. Any rate is allowable, by special agreement.

LIMITATION.—For all debts and claims for the same, six years. A payment, on account, revives claim. Any renewal, without such payment, must be made in writing.

MORTGAGES.—Chattel mortgages are not valid as against creditor of mortgagors, or subsequent innocent purchasers, unless filed in County Registrar's office. Mortgages on real estate must be duly signed, sealed, and delivered in presence of witness, and registered with County Registrar. Recovery can be made on bonds or covenants therein, either by ordinary action-at-law, foreclosure, or sale.

MARRIED WOMEN.—All property, real or personal, of a married woman shall remain absolutely vested in her, and not be liable for her husband's debts, provided it has not been received from her husband *since their marriage*, the husband however being obliged to join the wife in any conveyance of the same, as the wife joins the husband in bar of dower. Any woman deserted or abandoned by her husband has the same rights as to engaging in business, suing, being sued, etc., etc., as if she were unmarried.

REPLEVIN.—Bonds must be given for twice the value of articles in dispute, pending decision of court as to real ownership.

STATUTE OF FRAUDS.—No person shall be chargeable with the debt, default, or miscarriage of another, even on a special promise to answer for the same, unless such promise shall have been made in writing and signed by the party so promising, or by some one on his behalf, duly authorized so to do.

WILLS, &C.—Wills require two witnesses—deeds, and mortgages, one. In the case of wills, they must sign at request of testator, and in his presence, as well as in the presence of each other—all of which *must be stated* above their signatures, to make the document valid.

NOVA SCOTIA.

ARREST.—Actions on arrest lie, in Magistrates' Courts, in *debt only*, and no female can be arrested in this Court. The debt must be at least $4, and plaintiff must make affidavit that he verily believes defendant is about to leave the Province, and that unless a *capias* be issued the debt will be lost. In the County Court a *capias* can be similarly obtained on any debt between $20 and $400; and in the Supreme Court on any sum over $80. Prisoners confined under the "Insolvent Debtors' Act," may be released on making a formal assignment to judgment creditor of all his property except the usual exemptions.

ATTACHMENT.—If a debtor has left the Province, and the debt amounts to $20 or upwards, a Writ of Attachment may be issued against his goods and lands ; and where a creditor has reason to believe that any person is a trustee for such debtor, having property of said debtor in his possession or control, such supposed trustee may be summoned and examined, the trust funds, if any, being bound from date of service of such summons.

CHATTEL MORTGAGES.—May be given in the first instance to secure *bona fide* debt, but may be made to include any future advances ; and are not valid against judgment creditors of mortgagor, or innocent purchasers, for value, unless registered with the Registrar of Deeds for County or District.

COURTS.—One Magistrate has jurisdiction, *in debt*, up to $20 ; two, to $80 ; the Stipendiary having same as two ordinary magistrates. County Court has jurisdiction in matters of debt, from $20 to $400 ; and the Supreme Court from $80 upwards. Non-residents may be obliged to give security for costs in either of the latter courts.

EXECUTION may issue immediately on entering judgment being entered, and may be renewed at any time within six years. Lands cannot be sold till judgment has been recorded twelve months, and the land advertised thirty days in the official *Gazette*, and twenty days by hand-bills.

EXEMPTIONS.—These are practically the same as in the foregoing Provinces, including tools and implements of trade or profession, wearing apparel, bedding, household utensils, of self and family, cow, etc., etc.

GARNISHEE.—This process can only be accomplished in Supreme or County Court, and then not in the case of absconding debtors.

INTEREST.—Legal rate, six per cent. Seven is allowable by special contract, when the security is real estate, and ten where it is personal property.

JUDGMENT.—A certificate of judgment may be obtained from the clerk or prothonotary of any Court wherein entered, and such certificate being recorded with the Registrar of Deeds where debtor owns land, binds the said land for twenty years from date of registry, and ranks as a mortgage.

LIMITATION.—On ordinary contracts, and arrears of dower, rent, or interest, six years from date of cause of action. Money secured by mortgage, judgment or lien upon lands or rent thereof, twenty years. Debtor must be within jurisdiction of Court when time commences to count. Payment on account of either principal or interest, or a promise *in writing* to renew the same, constitutes a renewal.

MARRIED WOMEN.—May own real estate, but cannot convey the same without consent of husband. All *personal* property owned by her previous to or acquired since marriage, becomes the absolute property of husband, unless in trust for her sole benefit.

REPLEVIN.—In case of goods or chattels wrongfully seized or detained, an action in Replevin lies, to which may also be added an action for damages. Action in Replevin must be instituted by affidavit of right of possession or ownership, and accompanied by a bond of double the value of the goods in dispute, as a guarantee for costs.

LEGAL AND JUDICIARY.

SUPREME COURT OF THE DOMINION AND COURT OF EXCHEQUER.

The Supreme Court, as a High Court of Appeal, constituted by Dominion Statute, 38 Vic., cap. 2, assented to 8th April, 1875, is composed of a Chief Justice and five Puisne Judges, and has appellate civil and criminal jurisdiction within and throughout the Dominion of Canada. The Judges reside at Ottawa, where the Supreme Court holds annually three Sessions, the first beginning on the third Tuesday in February; the second on the first Tuesday in May; and the third on the fourth Tuesday in October. The Exchequer Court, presided over by the same Judges, possesses concurrent original jurisdiction in the Dominion in all cases in which it is sought to enforce any law relating to the revenue, and exclusive original jusisdiction in all cases in which demand is made or relief sought in respect of a suit or action of the Court of Exchequer on its revenue side against the Crown, or any officer of the Crown.

Hon. William Johnston Ritchie, Chief Justice.
Hon. Samuel Henry Strong, Puisne Judge.
Hon. Telesphore Fournier, Puisne Judge.
Hon. William Alexander Henry, Puisne Judge.
Hon. Henri Elzear Taschereau, Puisne Judge.
Hon. John Wellington Gwynne, Puisne Judge.
R. Cassells, jun., Registrar.

COURTS OF LAW AND EQUITY OF ONTARIO.

COURT OF APPEAL.—Constituted for the hearing of appeals in civil cases from the Courts of Queen's Bench, Chancery and Common Pleas; and appeals in criminal cases from the Courts of Queen's Bench, Common Pleas, and County and Insolvent Courts. From the judgment of this Court, an appeal lies at the option of litigants, either to the Supreme Court of the Dominion, or to Her Majesty in Privy Council, in cases over £1,000, or where annual rent fee, or future rights of any amount, are affected, the judgment in either case being final. The Judges of this Court, in addition to their appellate duties proper, take part in presiding over Courts of Assize and Nisi Prius, and of Oyer and Terminer and General Jail Delivery, and holding Chancery Sittings, and may be placed on the rota for the trial of Election petitions with the Judges of the Superior Courts of Law and Equity, who, as *ex officio* Judges of this Court, choose from their number a Judge or Judges to sit in appeal in case of there being a vacancy in this Court, or if, from illness or some other cause, one of the Judges of the Court is unable to be present, or is under any legal disqualification to hear an appeal. *Chief Justice in Appeal*—Hon. Thomas Moss. *Judges*—Hon. G. W. Burton, Hon. Christopher S. Patterson, and Hon. Joseph C. Morrison.

COURT OF QUEEN'S BENCH.—The jurisdiction of this Court extends to all manner of actions, causes and suits, criminal and civil, real, personal and mixed, within Ontario, and it may proceed in such by such process and course as are provided by law, and as shall tend with justice and despatch to determine the same; and may hear and determine all issues of law, and also with the inquest of twelve good and lawful men (except in cases otherwise provided for) try all issues of fact, and give judgment, and award execution thereon, and also in matters which relate to the Queen's Revenue (including the condemnation of contraband or smuggled goods) as may de done by Her Majesty's Superior Courts of Law in England. *Chief Justice*—Hon. J. H. Hagarty, D.C.L. *Puisne Judges*—Hon. M. C. Cameron and Hon. J. D. Armour.

COURT OF COMMON PLEAS.—This Court has the same powers and jurisdiction as a Court of Record as the Court of Queen's Bench. Writs of summons and capias issue alternately from either Court. *Chief Justice*—Hon. Adam Wilson. *Puisne Judges*—Hon. T. Galt and Hon. F. Osler.

COURT OF CHANCERY.—This Court has the like jurisdiction as the Court of Chancery in England, in cases of fraud, accident, trusts, executors, administrators, co-partnerships, account, mortgages, awards, dower, infants, idiots, lunatics and their estates, waste, specific performance, discovery, and to prevent multiplicity of suits, staying proceedings at law prosecuted against equity and good conscience, and may decree the issue, repeal, or avoidance, of letters patent, and generally the like powers which the Court of Chancery in England possesses to administer justice in all cases in which there is no adequate remedy at law. Issues of fact depending in the Superior Courts of Law for trial without a jury, may be entered for trial at any sitting of this Court held for the hearing of causes at the county town where the venue is laid. *Chancellor*—Hon. John G. Spragge. *Vice-Chancellors*—Hon. Samuel Hume Blake and Hon. Wm. Proudfoot.

MARITIME COURT OF ONTARIO.—Constituted by Dominion Statute, 40 Vic., cap. 21, as a Superior Court of Maritime Jurisdiction. Is composed of one Judge for the whole Province; and Surrogate Judges for certain localities, appointed by the Governor in Council, are invested with such powers as may be conferred on them by their commission. The Maritime Court is a Superior Court of Record, having, with some exceptions mentioned in the Act, the like rights and remedies in all matters, including cases of Contract and Tort, and proceedings *in rem* and *in personam*, arising out of or connected with navigation, shipping, trade or commerce, on any river, lake, canal, or inland water, of which the whole or part is in the Province of Ontario, as any existing Vice-Admiralty Court would have if its process extended to the Province of Ontario. The sittings of the Court and in Chambers are fixed and regulated by the Judge and Surrogate Judges at such times as they shall think fit and necessary for the due administration of justice. *Judge for the whole Province*—Hon. Kenneth Mackenzie.

HEIR AND DEVISEE COURT.—Commissioners, the Judges of the Superior Courts, and such other persons as may be appointed by commission under the Great Seal. Their duties are to determine claims to lands in Upper Canada, for which no patent has issued from the Crown in favor of the proper claimants, whether as heirs, devisees or assignees. Sittings at Toronto, first Monday in January and July in each year.

COURTS FOR THE TRIAL OF CONTROVERTED ELECTIONS.—The nature of these Courts is sufficiently indicated in their title. In respect to elections for the House of Commons of Canada, the Superior Courts, by one of their Judges appointed in that behalf, are invested with special jurisdiction for the trial of contested elections, and appeals lie to the Supreme Court at Ottawa. In respect to elections for the Local Legislature of Ontario, the Judges of the Court of Appeal and of the Superior Courts of Law and Equity meet annually in Michaelmas Term, and severally select, by a majority of votes, a Judge of their respective Courts to be placed on the rota for the trial of election petitions. In the case of death or illness of a Judge so chosen, the Court of which he is a member meet and elect another Judge. Trials involving corrupt practices are presided over by two Judges, otherwise a single Judge presides, and an appeal lies to the Court of Appeal of the Province.

COUNTY COURTS.—Presided over by a resident Judge in each county, assisted in some counties by a Deputy or Junior Judge. Their jurisdiction extends to all personal actions where the debt or damages claimed do not exceed $200; and to all suits relating to debt, covenant or contract, where the amount is ascertained by the acts of the parties or signature of the defendant, to $400, and to all bail bonds and recognizances of bail given in the County Court, to any amount; but not to cases involving the title to lands, validity of wills, or actions for libel, slander, *crim. con.*, or seduction. An appeal lies to the Court of Appeal for Ontario.

COUNTY JUDGE'S CRIMINAL COURTS are held, in cases where persons committed to jail for trial *voluntarily elect* to be tried summarily by a Judge of the County Court without jury.

COURTS OF REVISION are also held by the County Court Judges, and are in the nature of Courts of Appeal from the original Municipal Courts of Revision. They also hold

SURROGATE COURTS with jurisdiction in testamentary matters, subject to appeal to the Court of Chancery.

DIVISION COURTS.—For the summary disposal of cases by the presiding Judge, being the County Judge or his Deputy, or any Barrister appointed to hold the same; but a jury of five persons may be demanded in certain cases. Their jurisdiction extends to actions of debt or contract amounting to $200, and actions in *tort*, and personal actions, where the amount does not exceed $40, but not to actions for gambling debts, liquors drunk in a tavern, or notes of hand given therefor, ejectment, title to land, &c., or any toll, custom or franchise, will or settlement, malicious prosecution, libel, slander, *crim. con.*, seduction or breach of promise, or actions against a J. P. for anything done by him in the execution of his office, if he objects to it. Each Judicial District is divided into Court Divisions, and Courts are held once in two months in each Division, or oftener at the discretion of the Judge. The Divisions are established by the Courts of General Sessions, and in certain cases by the Judges.

BOARD OF COUNTY JUDGES.

Chairman—J. R. Gowan, Simcoe.

S. J. Jones	*Brant.*
D. J. Hughes	*Elgin.*
Jas. Daniell	*Prescott and Russell.*
A. Macdonald	*Wellington.*

COUNTY COURT JUDGES.

Algoma (Dist.)	Hon. Walter McRae.
Brant	S. J. Jones.
Bruce	J. J. Kingsmill.
Carleton	Wm. Aird Ross. / Robert Lyon.
Elgin	D. J. Hughes.
Essex	G. W. Leggatt.
Frontenac	C. V. Price.
Grey	Henry Macpherson.
Haldimand	J. G. Stevenson.
Haliburton	S. S. Peck, Stip. Mag.
Halton	Thomas Miller.
Hastings	Hon. George Sherwood. / T. A. Lazier.
Huron	W. R. Squier. / I. F. Toms.
Kent	Arch. Bell.
Lambton	Charles Robinson.
Lanark	W. S. Senkler.
Leeds and Grenville	H. S. Macdonald.
Lennox and Addington	W. H. Wilkison.
Lincoln	E. J. Senkler.
Middlesex	Wm. Elliott. / J. F. Davis.
Muskoka (Dist.)	C. W. Lount, Stip. Mag.
Nipissing (Dist.)	John Doran, Stip. Mag.
Norfolk	T. B. Macmahon.
Northumberland and Durham	G. M. Boswell. / G. M. Clark.
Ontario	Z. Burnham. / G. H. Dartnell.
Oxford	D. S. McQueen.
Parry Sound (Dist.)	P. McCurry, Stip. Mag.
Peel	A. F. Scott.
Perth	D. H. Lizars.
Peterboro'	R. Dennistoun.
Prescott and Russell	Jas. Daniell.
Prince Edward	R. P. Jellett.
Renfrew	John Deacon.
Simcoe	Jas. R. Gowan. / J. A. Ardagh.
Stormont, Dundas and Glengarry.	J. F. Pringle.
Thunder Bay (Dist.)	R. Laird, Stip. Mag.
Victoria	W. W. Dean.
Waterloo	Wm. Millar. / A. Lacourse.
Welland	R. McDonald.
Wellington	A. McDonald. / A. C. Chadwick.
Wentworth	J. S. Sinclair.
York	Kenneth Mackenzie. / John Boyd.

SUMMARY OF THE COLLECTION LAWS.

ONTARIO.

ARREST.—A *Capias ad Res.* will be issued out of a Superior or County Court on affidavit showing a cause of action or damages for $100 or upwards, and that defendant is about to abscond, etc. A *Capias Sat.* issues after judgment without Judge's order, if proceedings had been instituted by *Ca. Re.*; otherwise must issue on similar grounds. If judgment debtor refuses to be examined as to assets, or on examination discloses fraudulent disposition of property, he may be imprisoned one year.

ATTACHMENT.—Issues from Division Court on claims for debt or damages from $4 to $200, or where debtor absconds from Ontario, leaving personal property liable to execution, or attempts to remove same from one county to another, or keeps concealed to avoid service of process, with intent to defraud. In Superior or County Courts, real as well as personal effects are covered by attachment. Affidavits of creditor and two other credible persons required, showing that defendant absconded with intent to defraud.

BILLS AND NOTES.—(See "Stamp Duties.") Notices of protest or dishonor are sufficiently given if addressed to parties liable, at place where instrument is dated, though not their place of residence, unless another place is designated under signature.

BILLS OF SALE AND CHATTEL MORTGAGES.—Sales and mortgages of personalty unaccompanied by an actual, immediate and continued change of possession, are void against creditors of vendor or mortgagor, and subsequent purchasers or mortgagees in good faith for value, unless the written instrument of sale or mortgage, or a true copy thereof, be filed with the County Court Clerk of the county where vendor or mortgagor resides; or if not resident, then where the goods were at time of contract, accompanied with affidavit of vendee or mortgagee showing good faith of transaction. And such mortgage must be renewed within one year from date of filing, otherwise it will cease to be valid as against creditors of the mortgagor, and against subsequent purchasers and mortgagees in good faith for valuable consideration.

EVIDENCE.—All parties can testify; no exception made as to husband and wife (except in criminal cases); but in suits by or against personal representatives, the evidence of either party as to matters occurring prior to death of party represented, must be corroborated by other material evidence.

EXECUTION.—Issues on judgment by default after eight days from last day for appearance to writ, in case of debt, or otherwise amount must be assessed by the Court. Judgment on verdict cannot be entered in the Superior Courts until the fifth day of ensuing term; in the County Court, may be entered on third day of term, provided no motion for new trial has been made, and execution may issue forthwith on entry of judgment. In Division Court, execution usually issues on the expiry of 15 days after hearing. In all cases, however, after verdict, Court may grant immediate execution on fraud being shown on part of defendant. Executions may issue concurrently against goods and lands of debtor. Since the repeal of the Insolvency Law by the Dominion Parliament (session of 1880), the Ontario Legislature passed an Act to abolish priority amongst execution creditors, whereby all creditors obtaining executions against a debtor within a certain time are entitled to rank *pro rata* upon the estate of such debtor.

Paintings, Engravings, Drawings and Prints.....20 per ct.
Paintings in Oil or Water Colors, by Artists of well known merit, or copies of the old Masters by such Artists.....Free.
Palm Leaf, unmanufactured.....Free.
Palm-nut Cake, Meal Cake, Cotton Seed Cake and Oil Cake.....Free.
Pamphlets Periodicals not imported through the Post Office.....15 per ct.
Pamphlets and Periodicals imported through the Post Office for subscribers.....Free.
Paper, Calendered.....22½ per ct.
In its meaning held practically to apply to all writing papers, smooth surfaced papers, whether colored or white, drawing paper and enamelled paper, but does not apply to ordinary printing paper, known to the trade as "news" paper, or to wrapping, tissue, filtering or blotting paper, which latter are.....20 per ct.
Paper, Printing, not calendered.....20 per ct.
Paper Bags, printed.....30 per ct.
Paper Bags, not printed.....25 per ct.
Paper, ruled.....25 per ct.
Paper, manufactures of, not elsewhere specified.....25 per ct.
Paper, Carpet Lining.....20 per ct.
Paper, Union Collar Cloth, in sheets, not shapen.....10 per ct.
Paper, Envelopes.....25 per ct.
Paper of all kinds, not elsewhere specified.....20 per ct.
Paper, Wall, including Window Shades and Trunk Linings.....30 per ct.
Paper Hangings.....30 per ct.
Paper Machie.....25 per ct.
Paper Borders, Cornices, Edgings, &c., for cigar boxes; perforated or embossed paper; confectionery paper, book marks, tags, cards and cardboard, photographic mats, &c., as manufactures of paper.....25 per ct.
Paris Green, dry.....10 per ct.
Patent Medicines, or any medicine or preparation of which the recipe is kept secret, or the ingredients thereof are kept secret, recommended by advertisement, bill or label, for the relief of any disorder or ailment, in liquid form.....50 per ct.
Patent Medicines, all other than liquid.....25 per ct.
Peas.....10 cts. per bush.
Pearl, Mother of, not manufactured.....Free.
Pencils, lead, in wood or otherwise.....25 per ct.
Pen and Pencil Holders.....20 per ct.
Pelts.....Free.
Percussion Caps, for gun or rifle.....20 per ct.
Percussion Caps, for blasting.....30 per ct.
Periodicals and Pamphlets, imported through Post Office by subscribers.....Free.
Periodicals and Pamphlets, not imported through Post Office.....15 per ct.
Perfumery, including toilet preparations.....30 per ct.
Perfumed Spirits, in bottle or flasks, not weighing more than 4 oz.....40 per ct.
Perfumed Spirits (held to include Bay Rum), in bottles or flasks and other packages weighing more than 4 oz. each.....$1.90 per I.G. and 30 per ct.
Petroleum and products of, not elsewhere specified...7 1-5 cts. per I.G.
Phials, glass, of every description.....30 per ct.
Philosophical Instruments, and apparatus, including globes and pictorial illustrations of insects, etc., when imported by or for the use of colleges and schools, scientific and literary societies.....Free.
Phosphorus.....Free.
Phosphor Bronze, blocks, sheets and wire.....10 per ct.
Pianofortes, square, whether round-cornered or not, not over 7 octaves.....$25.00 each.
Pianofortes, square, all other.....$30.00 each.
Pianofortes, upright.....$30.00 each.
Pianofortes, concert, semi-concert or parlor grand.....$50.00 each.
And in addition to above specific duty.....15 per ct.
Pianofortes, parts of, including brass agraffe pins.....25 per ct.
Pianos—a piano imported, consisting of case, frame, sounding-board, &c., but without the action, should be treated as a piano, liable to the specific duty, and the ad valorem duty on its value in that state.
Picture Frames.....35 per ct.
Pipe Clay in natural condition.....Free.
Pipes, Briar and other.....20 per ct.
Pins, Hooks and Eyes.....20 per ct.
Pistols, not elsewhere specified.....20 per ct.
Pitch-pine.....Free.
Pitch, Coal.....10 per ct.
Plants and Shrubs.....20 per ct.
Plaster of Paris or Gypsum, ground.....20 per ct.
Plaster of Paris or Gypsum, calcined or manufactured.15c. per 100 lbs. or 45 cts. per bbl. of not over 300 lbs.
Plaits, straw, Tuscan or grass.....Free.
Plates, engraved on wood and steel or any other metal.20 per ct.
Plated ware, Electroplate and Gilt of all kinds (not jewelry).....30 per ct.
Playing Cards.....30 per ct.
Plumbago.....10 per ct.
Plumbago, all manufactures of, not elsewhere specified20 per ct.
Plush, silk or cotton, for hatters.....10 per ct.
Pomades, French, or flower odors, preserved in fat or oil for the purpose of conserving the odors of flowers which do not bear the heat of distillation, when imported in tins of not less than 10 lbs. each.....15 per ct.
Pomatum, or Paste, for hair, mouth, or skin.....30 per ct.
Porter, Ale and Beer, imported in bottles (6 quarts and 12 pints to I. G.).....18 cents per I.G.
Porter, Ale and Beer, imported in casks or otherwise than bottles.....10 cents per I.G.
Potatoes.....10 cents per bush.
Potash, Muriate of, crude.....Free.
Porcelain-ware.....20 per ct.
Porcelain-ware, Lamp Shades, and imitation.....20 per ct.
Posters, printed, lithographed, or copper or steel plate posters.....30 per ct.
Poultry and game of all kinds.....20 per ct.
Prayer Books, Psalm and Hymn Books, and Bibles... 5 per ct.
Prints, Drawings, Engravings and Paintings.....20 per ct.
Printing Presses, not to include type-writers, electric pens, numbering machines or dating stamps.....15 per ct.
Prunella, Cotton and Woollen Netting for boots, shoes and gloves.....10 per ct.
Prunella of Cotton.....2 cents per sq. yard and 15 per ct.

Pumice and Pumice Stone.....Free.
Pumice Stone, ground and powdered.....20 per ct.
Putty.....25 per ct.
Quills.....20 per ct.
Quinine, sulphate of.....20 per ct.
Quicksilver.....10 per ct.
Rags of Cotton, Linen, Jute, Hemp, Paper Waste or clippings and waste of any kind, fit only for manufacture of paper.....Free.
Rags, Woollen.....Free.
Rails, iron, or railway bars for railways or tramways.15 per ct.
Railway Iron, Iron Fish-plates, Frogs, Frog Points, Chairs and Fingerbars.....17½ per ct.
Rakes and Rake-teeth.....30 per ct.
Rattans, unmanufactured.....Free.
Receipts, printed, lithographed or copper or steel plate receipts.....30 per ct.
Reeds, unmanufactured.....Free.
Rennet, raw or prepared.....Free.
Resin.....Free.
Revolvers, not elsewhere specified.....20 per ct.
Rhubarb Root.....Free.
Rice.....1 cent per lb.
Rice Flour.....2 cents per lb.
Rifles, not elsewhere specified.....20 per ct.
Rivets, Bolts and Washers.....30 per ct.
Rose Water, without spirits.....30 per ct.
Rose Water, when without spirits, to be classed as perfumery.
Rum (see "Spirits").....$1.32½ per I.G.
Rye.....10 cents per bush.
Rye Flour.....50 cents per bbl.
Rubber, manufacture of.....25 per ct.
Safes, "Iron," and doors for safes and vaults.....25 per ct.
Saffron Cake.....Free.
Saffron and Safflower, extract of.....Free.
Sago.....20 per ct.
Sago Flour.....20 per ct.
Sails for Boats and Ships.....25 per ct.
Sal-Ammoniac.....Free.
Sal-Soda.....Free.
Salt, imported from the United Kingdom or any British possession, or imported for the use of the sea or gulf fisheries.....Free.
Salt, except salt imported from the United Kingdom or any British possession, or imported for the use of the sea or gulf fisheries, which shall be free from duty.....8 cts. per 100 lbs.
Salt, in bags, barrels and other packages.....12c. per 100 lbs.
Saltpetre.....20 per ct.
Sand.....Free.
Sand-paper, Glass and Emery-paper and Cloth.....20 per ct.
Satin, silk.....30 per ct.
Satteens, colored as "Jeans".....2 cts. per sq. yd. and 15 per ct.
Satchels, Valises and Carpet-Bags.....30 per ct.
Saw-dust.....25 per ct.
Saws of all kinds.....30 per ct.
Scales, Balances, Weighing Beams and Steelyards.....30 per ct.
Screws, Steel, Iron, called "Wood-Screws".....35 per ct.
Screws, Machine Screws and Wood-Screws.....20 per ct.
Screws, Machine, intended for holding in wood, without nuts or other iron fixtures, to be classed as wood-screws.....35 per ct.
The same imported with nuts are properly screw bolts.....30 per ct.
Screws, with Nuts.....30 per ct.
Sea-grass.....Free.
Sealskin—Imitations in wool to be classed as cloakings.....7½ per lb. and 20 per ct.
Seamless Drawn Tubing, "Zinc".....10 per ct.
Seamless Drawn Tubing, "Brass".....10 per ct.
Seamless Drawn Tubing, "Copper".....10 per ct.
Seamless Cotton Bags.....2 cents per lb. and 15 per ct.
Sea-weed, Moss, and all other Vegetable Substances used for beds and mattrasses, in their natural state or only cleaned.....Free.
Seeds, flower, garden, field and other seeds for agricultural purposes, when in bulk or other large parcels.15 per ct.
Seeds, the same in small papers and parcels.....25 per ct.
Seeds, mustard, unground.....15 per ct.
Seeds, mustard, ground.....25 per ct.
Seeds, for agricultural purposes, do not include Anise, Cardamon, Colchicum, Cummin, Feengreek, Hyoscyamus, Philandri, Stramonium, Worm, Caraway, Canary.
Senna, in leaves.....Free.
Sesame Seed Oil.....20 per ct.
Settlers' Effects—Wearing Apparel, Household Furniture, Professional Books, Implements and Tools of trade, occupation or employment, which the settler has had in actual use for at least six months before removing to Canada, not to include machinery or live stock, or articles imported for use in any manufactory, establishment, or for sale; provided that any dutiable article entered as Settlers' Effects shall not be sold or otherwise disposed of without payment of duty until two years actual use in Canada.....Free.
Also provided that under regulation to be made by the Minister of Customs, Live Stock when imported into Manitoba or the N. W. Territory by intending Settlers, shall be free until otherwise ordered by the Governor in Council.
Sewer Pipes, glazed or unglazed.....20 per ct.
Sewing Machines, whole, or heads or parts of heads of Sewing Machines.....$2 00 each and 20 per ct.
Sewing Machines, parts of, viz.: Stands and table tops, imported separately; stands to be treated as castings, and woodwork as manufactures of wood, both.25 per ct.
Shawls, Woollen, wholly or in part worsted, hair Alpaca goat or other like animals.7½ cts. per lb. and 20 per ct.
Shawls, Indian or Paramatta.....20 per ct.
Shellac Varnish.....$1.90 per gallon.
Shingles.....20 per ct.
Ships, and all other vessels built in any foreign country, whether steam or sailing vessels, on application for Canadian Register, on the fair market value of the hull, rigging, machinery, and all appurtenances..10 per ct.
Shirts, Cotton, woven or made on frames.....30 per ct.
Shirts, Drawers, and Hoisery, Wool, wholly or in part, worsted, hair of Alpaca goat or other like animals.....7½c. per lb. and 20 per ct.
Shirtings, Cotton, checked and striped.....2c. per sq. yd. and 15 per ct.

Shirt Fronts, Collars and Cuffs, paper.....30 per ct.
Shoes and Boots, leather and rubber.....25 per ct.
Shoe Linings, twilted Cotton.....1c. per sq. yd. and 15 per ct.
Shoe Linings, colored Jeanettes...2s. per sq. yd. and 15 per ct.
Shot, lead.....25 per ct.
Shot Guns, not elsewhere specified.....20 per ct.
Show Cases, of any material.....35 per ct.
Show Cards or Bills.....30 per ct.
Shovels, Spades.....30 per ct.
Shoulders and Sides, fresh, salted, dried or smoked....2 cents per lb.
Shrubs and Trees, ornamental, shade and fruit.....20 per ct.
Silex, or Crystallized Quartz.....Free.
Silicias, plain or beetled, and Casbans.....20 per ct.
Printed.....20 per ct.
Silks, raw, or as reeled from the cocoon, not being doubled, twisted or advanced in manufacture in any way, silk cocoons and silk waste.....Free.
Silk Twist and Sewing Silk.....25 per ct.
Silk Umbrellas.....30 per ct.
Silk Velvets, and all manufactures of silk, of which silk is the component part of chief value.....30 per ct.
Silk, in the gum, not more advanced than singles, tram and thrown organzine, and raw spun silk, not colored.....15 per ct.
Silk—Manufactures of, embrace, glacé, gros grain, ducape, barathea Cashmere, Gros de Naples, black and colored Turquoise, satins, sarsenets, Persians, poplins and all other piece goods of which silk is the component part of chief value; all silk clothing, silk umbrellas and parasols, velvets, terries, chenilles, ribbons, silk plush, hat bands, velvet ribbons, silk braids, fringes, laces, trimmings, tassels, shawls, hosiery and underclothing, ties, scarfs, bows, ferrets, handkerchiefs, Prussian bindings, sofa gimp, orris lace, float race, mantillas or jackets, boot and stay laces, silk warp Paramatta, silk tapestry, silk warp alpaca, &c.....30 per ct
Silver, rolled, and German silver, in sheets.....10 per ct.
Silver or Gold Coins (except United States silver coin).Free.
Silver Leaf.....25 per ct.
Silvered Plate Glass.....25 per ct.
Skates of all kinds.....30 per ct.
Skins, undressed, dried, salted or pickled.....Free.
Slates, School and Writing, and Porcelain and Drawing Slates.....25 per ct.
Slate, Mantels.....20 per ct.
Slates, of all kinds and manufactures of, not otherwise specified.....25 per ct.
Sleighs.....30 per ct.
Snuff and Manufactured Tobacco.....25c. per lb. and 12½ per ct.
Soap, common, brown and yellow, not perfumed.....1½c. per lb.
Soap, common, soft and liquid, not perfumed.....20 per ct.
Soap, Castile and white.....2 cents per lb.
Soap, perfumed or toilet.....30 per ct.
Soap, saddlers' and silver soap.....20 per ct.
Soda Ash.....Free.
Soda, Caustic.....Free.
Soda, Silicate of.....Free.
Soil Pipes, cast iron.....25 per ct.
Spades, Shovels.....30 per ct.
Spanish or Esparto Grass, and other grasses and pulp of, for the manufacture of paper.....Free.
Spectacles and Eye Glasses.....20 per ct.
Spelter, in blocks or pigs.....10 per ct.
Sperm Oil.....20 per ct.
Spices—Ginger and Spices of all kinds (except Mace and Nutmegs) unground.....20 per ct.
Spices, as above, ground.....25 per ct.
Spices, Nutmegs and Mace.....25 per ct.
Spikes and Nails, cut.....¾c. per lb. and 10 per ct.
Spikes and Nails, wrought and pressed, whether galvanized or not.....¾c. per lb. and 10 per ct.
Spikes and Nails, composition and sheathing.....20 per ct.
Spirits of Turpentine.....20 per ct.
Spirits and Strong Waters, not having been sweetened or mixed with any article so that the degree of strength thereof cannot be ascertained by Syke's Hydrometer, for every Imperial Gallon of the strength of proof by such Hydrometer, and so in proportion for any greater or less strength than a gallon, viz.:—Geneva Gin, Rum, Whiskey, and unenumerated articles of like kinds.....$1.32½ per I. G.
Spirits, Brandy.....$1.45 per I. G.
Spirits, Whiskey, Geneva Gin and Rum.....$1.32½ per I. G.
Spirits, Old Tom Gin, in bulk.....$1.32½ per I. G.
Spirits, sweetened or mixed so that the degree of strength cannot be ascertained as aforesaid, viz.: Rum-Shrub, Cordials, Scheidam Schnaps, Tafia, Bitters, and unenumerated articles of like kind....$1.90 per I. G.
Spirits, Strong Waters imported into Canada mixed with any ingredients, and although thereby coming under the denomination of Patent Medicines, Tinctures, Essences, Extracts, or any other denomination not elsewhere specified, shall be nevertheless deemed spirits or strong waters, and subject to same duty.....$1.90 per I. G.
Spirits and Strong Waters, not elsewhere specified..$1.90 per I. G.
Spokes, Hubs, Felloes, rough or sawn only.....15 per ct.
Spokes, Hubs, Felloes.....25 per ct.
Sprigs, Tacks and Brads.....30 per ct.
Starch, Corn Starch, and all preparations having the quality of starch.....2c. per lb.
Stationery of all kinds, not elsewhere specified.....20 per ct.
The following articles, not specially named in the tariff, may be classed as stationery, viz.: Penholders and pencil cases of all kinds, paper binders and fasteners (metal), pencil sharpeners, mucilage, paper weights and slips, copying pencils, inkstands (except electro-plated), notarial seals, philosophical and mathematical Instruments, drawing pens, tape measures, ink powder, parchment, chalks and crayons, India and China ink, quills and quill and steel pens, ivory knives and folders, wafers and stamps, slate pencils, juvenile and all water colors for artists, pink tape, pastilles, globes, rulers, pen trays, key rings and chains.
Steel and manufactures of, Steel in Ingots, Bars, Sheets and Coils, and Railway Bars or Rails and Fish-plates, on and after Jan. 1, 1882.....10 per ct.
Steel, the same to January 1st, 1882.....Free.
Steel, Locomotive Tires and Bessemer steel in rough...10 per ct.
Steel, all manufactures of, not elsewhere specified....20 per ct.

Steel and Iron, all manufactures of, not elsewhere specified ..... 20 per ct.
Steel Wire, galvanized or not ..... 15 per ct.
Steel Plates ..... 20 per ct.
Steel in coils, such as imported for the manufacture of Screws and Rake Teeth, is free until January 1st, 1882, but if cut to special length, or bent to shape, is dutiable as manufacture of steel ..... 20 per ct.
Steel Mould Boards, Land Sides and Shares for Ploughs cut to form, not moulded or bored ..... Free.
Steel Sheets of all kinds, cut to shape, but not moulded or bored "as they come from the roller and shears," free as sheet steel until 1st January, 1882. This includes saw blanks ..... Free.
Steelyards, to be included in the item "scales, balances, and weighing beams" ..... 30 per ct.
Stereotypes and Electrotypes of standard books, except those of Advertising Books, Almanacs and Sheets. 10 per ct.
Stereotypes and Electrotypes for Commercial Blanks and Advertisements ..... 20 per ct.
Stone, Burr, in blocks, rough or unmanufactured, and not bound into mill stones ..... Free.
Stones, Flag, dressed ..... $1.50 per ton.
Stone, Rough Freestone, Sandstone, and all other building stone except marble from the quarry, not hammered or chiselled (13 cubic feet to ton) ..... $1 per ton.
Stone, Waterlime or Cement Stone (see Cement) ..... $1 per ton.
Stone, Dressed Freestone and all other building stone except marble, from the quarry, not hammered or chiselled, and all manufactures of stone or granite 20 per ct.
Stone, lithographic, not engraved ..... 20 per ct.
Stone, Grindstones ..... $2 per ton.
Stoves and other Iron Castings not elsewhere specified. 25 per ct.
Straw Board, not Mill Board ..... 20 per ct.
Studs, Shirt or Collar, of all kinds ..... 20 per ct.
Sugar, above No. 14 Dutch Standard in color .. 1 cent p. lb. and 35 p. ct.
Sugar, equal to No. 9, and not above No. 14 Dutch Standard ..... ¾c. per lb. and 30 per ct.
Sugar, below No. 9, Dutch Standard .... ½c. per lb. and 30 per ct.
Provided that the ad valorem duty shall be levied and collected on Sugar and Melado when imported direct from the country of growth and production, upon the fair market value thereof (including export duty or other government tax at the place of purchase, without any addition for the cost of hogsheads or other packages, or other charges and expenses prior to shipment, anything contained in Sect. 34 of Act 40 Vic., cap. 10, to the contrary notwithstanding, the said section, nevertheless, remaining in force as to regulations to be made under it in cases where the Sugar or Melado is not imported direct from the country of growth or production.
Sugar Candy, brown or white, and Confectionery .. 1c. per lb. and 35 p. c.
Sugar, Grape or Glucose, to be classed and rated for duty as Sugar according to grade by Dutch Standard in color.
Sulphur, in roll or flour ..... Free.
Sunday School Cards or Devotional Cards—No exception can be made from the item "printed, lithographed, &c., cards." ..... 30 per ct.
Superphosphates, or manufactured manure ..... 20 per ct.
Surgical Instruments and Dental Instruments, wholly or in part of steel ..... 20 per ct.
Syrups—Cane Juice, Refined Syrup, Sugar-house Syrup, Syrup of Sugar, Syrup of Molasses, or Sorghum .. ⅝c. per lb. and 30 p. c.
Melado, Concentrated Melado, Concentrated Cane Juice, Concentrated Molasses, Concentrated Beet-root Juice, and Concrete ..... 3c. per lb. and 30 per ct.
Molasses, if used for refining, clarifying or rectifying purposes, or for the manufacture of sugar, when imported direct from the country of growth or production ..... 25 per ct.
Molasses, for same purpose, when not imported direct from the country of growth or production ..... 30 per ct.
Molasses, when not so used, when imported direct from the country of growth or production .. .. 15 per ct.
Molasses, when not imported direct from the country of growth or production ..... 20 per ct.
Syrups, Glucose ..... ½c. per lb. and 35 per ct.
Scythes, steel, of all kinds ..... 30 per ct.
Tacks, Brads and Sprigs ..... 30 per ct.
Tails, undressed ..... Free.
Tallow ..... 1c. per lb.
Tampico, white and black ..... Free.
Tanners' Bark ..... Free.
Tanning or Dyeing Articles, in a crude state, used in dyeing or tanning, not elsewhere specified .. .. Free.
Tapers, wax, unenumerated ..... 20 per ct.
Tapioca ..... 20 per ct.
Tar, pine ..... Free.
Tar and Pitch, coal ..... 10 per ct.
Tea, black ..... 2c. per lb. and 10 per ct.
Tea, green and Japan ..... 3c. per lb. and 10 per ct.
Tea, when purchased in the U. S., additional ..... 10 per ct.
Teasels ..... Free.
Tents and Awnings ..... 25 per ct.
Terra Japonica ..... Free.
Thread, Cotton, sewing, on spools ..... 20 per ct.
Thread, Cotton, sewing, in hanks ..... 12½ per ct.
Thimbles of all kinds ..... 20 per ct.
Ticking for Tents ..... 2c. per sq. yard and 15 per ct.
Timber and Lumber, Planks and Boards, sawn, of Boxwood, Cherry, Walnut, Chestnut, Mahogany, Pitch-pine, Rosewood, Sandalwood, Spanish Cedar, Oak, Hickory and Whitewood, not shapen, planed, or otherwise manufactured ..... Free.
Timber and Lumber, not elsewhere specified ..... 20 per ct.
Tin in Blocks, Pigs, Bars, Plates and Sheets ..... 10 per ct.
Tin, all manufactures of, not elsewhere specified ..... 25 per ct.
Tinman's Trimmings, to be classed as manufactures of tin, viz. :—Spouts, handles, knobs and ornamental articles ..... 25 per ct.
Tinware, stamped and Japanned ware ..... 25 per ct.
Tin-plates, not specially shapen or cut from original sheets as manufactured ..... 10 per ct.

Tobacco, manufactured, and Snuff ... 25c. per lb. and 12½ per ct.
Tobacco, unmanufactured for excise purposes under conditions of Act 31 Vic., cap. 51 ..... Free.
Toilet and Tooth Powders, and other Perfumed Preparations for Mouth, Hair and Skin ..... 30 per ct.
Tomatoes ..... 30c. per bush.
Tomatoes, in cans ..... 2 cents per lb.
Tools, Carpenters', Coopers', Cabinet-makers', and all other mechanics' tools, including files, edge tools of every description, axes, scythes, and saws of every description ..... 30 per ct.
The term Tools is held to include mower and reaper knives and cutter bars ; also awls of all kinds.
Tooth and Toilet Powders, etc ..... 30 per ct.
Tortoise and other Shells ..... Free.
Travellers' Baggage, under regulations to be prescribed by Minister of Customs ..... Free.
Trees—Fruit, Shade, Lawn and Ornamental ..... 20 per ct.
Tree nails ..... Free.
Trunks, Satchels, Valises and Carpet Bags ..... 30 per ct.
Tubs, Pails, Churns, and other manufactures of wood, not elsewhere specified ..... 25 per ct.
Turmeric ..... Free.
Turpentine, raw or crude ..... Free.
Turpentine (Spirits of) ..... 20 per ct.
Turtles ..... Free.
Twines of all kinds not otherwise specified ..... 25 per ct.
Type, for printing ..... 20 per ct.
Type Metal ..... 10 per ct.
Umbrellas, cotton ..... 20 per ct.
Umbrellas, silk ..... 30 per ct.
Union Collar Cloth, paper, in sheets not shapen ..... 10 per ct.
Valentines, Christmas and New Years' Chromos or Embossed Cards, and all others not being Business or Advertising Cards ..... 25 per ct.
Valises, Trunks, Satchels and Carpet Bags ..... 30 per ct.
Varnish, black and bright, for ships' use ..... Free.
Varnish, not elsewhere specified ..... 20c. per I. G. and 20 per ct.
Varnish, Shellac ..... $1.90 per gal.
Varnish includes Lacquer and Japan spirit varnish.
Vasseline, lubricating and such like oils, not to be classed as products of petroleum, but as unenumerated ..... 20 per ct.
Vegetables, Potatoes ..... 10 cts. per bush.
Vegetables, Sweet Potatoes ..... 20 per ct.
Vegetables, Tomatoes ..... 30 cts. per bush.
Vegetables, Tomatoes, in cans ..... 2 cts. per lb.
Vegetables, all other ..... 20 per ct.
Vegetable Fibres, natural, not produced by any chemical process ..... Free.
Velvet, Silk ..... 30 per ct.
Velvet, Cotton ..... 20 per ct.
Veneers of Wood and Ivory, sawn or split only, not to include scale boards for cheese ..... Free.
Verdigris or Sub-acetate of Copper, dry ..... Free.
Vinegar ..... 12 cts. per I. G.
Vitriol, Blue ..... Free.
Vises ..... 30 per ct.
Waggons ..... 30 per ct.
Wall Paper ..... 30 per ct.
Walking Sticks ..... 25 per ct.
Washers, Bolts and Rivets, iron ..... 30 per ct.
Waste, Cotton, Linen, Jute, Hemp and Paper of all kinds, fit only for manufacture of paper ..... Free.
Watches, Watch Cases, and Material ..... 25 per ct.
Watch Actions or Movements ..... 20 per ct.
Water-pipes, of cast-iron ..... 25 per ct.
Whale-bone, unmanufactured ..... Free.
Whale Oil, in casks from on shipboard, and in the condition in which it was first landed ..... Free.
Wheat ..... 15 cts. per bush.
Wheels, Wood Spokes, Hubs and Felloes, finished ... 25 per ct.
Wheels, if put up ..... 30 per ct.
Wheelbarrows and like articles ..... 30 per ct.
Whips ..... 25 per ct.
Whip-gut or Cat-gut, unmanufactured ..... Free.
Whiskey (see "Spirits") ..... $1.32½ per I.G.
White Lead and Red Lead, dry ..... 5 per ct.
Whiting or Whitening ..... Free
Wigan Stout ..... 20 per ct.
Willow, for basket-makers ..... Free.
Willow-work—Osier or Willow-work—lined or unlined, furnished or unfurnished ..... 25 per ct.
Window Blinds, painted ..... 30 per ct.
Woven, Checked and Striped Cottons to be rated at 2c. per sq. yard and ..... 15 per ct.
The same, if part wool ..... 7½c. per lb. and 20 per ct.
Plain or Fancy Union, or all wool, usually invoiced as "Costume Cloth," but which are really Flannels or Tweeds, to be rated at 7½c. per lb. and 20 per ct.
Winceys—All previous circulars issued by the Department prior to 18th September, 1879, regarding "Winceys," were cancelled, and in future the word "Wincey" is not to be accepted as an indication of the true material of which the goods are made.
Wines of all kinds, except Sparkling Wines, including Ginger, Orange, Lemon, Strawberry, Raspberry, Elder and Currant, containing 26 per ct. or less of spirit, of strength of proof by Sykes' Hydrometer, imported in wood or bottles (6 quarts or 12 pints to I. G.) ..... 25 cts. per I.G.
And for each degree of strength of spirit in excess of 26 per ct. until it reaches 40 per cent. ... 3c. per I. G. for each degree.
And in addition thereto ..... 30 per ct.
All liquors imported under the name of Wines, and containing more than 40 per cent. of spirit of the strength of proof by Sykes' Hydrometer, shall be rated as unenumerated spirits.
Champagne and all other sparkling wines, in bottles containing each not more than one quart and more than one pint ..... $3 per doz. btls.
Champagne, containing not more than 1 pint and more than ½ pint ..... $1.50 per doz. btls.
Champagne, containing not more than ½ pint ..... 75c. per doz. btls.

Wines, bottles containing more than 1 quart each shall pay, in addition to $3 per dozen bottles, at the rate of $1.50 per Imperial Gallon on the quantity in excess of one quart per bottle, and in addition to the above specific duties an ad valorem duty shall be added of ..... 30 per ct.
The quarts and pints in each case being old wine measure.
Wire, Iron and Steel, tinned and coppered, galvanised or not ..... 15 per ct.
Wire, Iron, manufactures of, not elsewhere specified ... 25 per ct.
Wire, Brass and Copper ..... 10 per ct.
Wire Cloth, Brass and Copper ..... 20 per ct.
Wire Rigging, for ships and vessels ..... Free.
Wirework, ornamental, Iron, Semaphore and Fence wire ..... 25 per ct.
Wood, Lumber and Timber, not elsewhere specified, to include lumber and timber of the kinds otherwise free, when cut to special lengths—*i.e.*, less than the ordinary commercial lengths ..... 20 per ct.
Wood Manufactures, Osier or Willow work, lined or unlined, furnished or unfurnished, so considered. 25 per ct.
Wood, and manufactures of, not elsewhere specified .. 25 per ct.
Wood, Logs, and round and unmanufactured timber, not elsewhere specified ..... Free.
Wooden-ware, Pails, Tubs, Churns, Brooms, Brushes, and other manufactures of wood not elsewhere specified ..... 25 per ct.
Wooden-work, Hubs, Spokes, Felloes and parts of wheels, rough, hewn or sawn only ..... 15 per ct.
Wool, unmanufactured, hair of Alpaca goat and other like animals, not elsewhere specified ..... Free.
Wool and Woollens, manufactured, composed wholly or in part of Wool, Worsted, hair of Alpaca goat or other like animals, viz.: Shawls, Blankets and Flannels of every description, Cloths, Doeskins, Cassimeres, Tweeds, Coatings, Overcoatings, Cloakings, Felt Cloth of every description not elsewhere specified, Horse-collar Cloth, Yarn, Knitting Yarn, Fingering Yarn, Worsted Yarn under No. 30, Knitted Goods, viz.: Shirts, Drawers and Hosiery of every description ..... 7½c. per lb. and 20 per ct.
Wool and Woollens—Clothing, ready-made, Wearing Apparel of every description, including Cloth Caps, composed wholly or in part of wool, worsted, hair of Alpaca goat or other like animals, made up or manufactured wholly or in part by the tailor, seamstress, or the manufacturer, except knitted goods ..... 10c. per lb. and 25 per ct.
Wool and Woollens—All manufactures of, composed wholly or in part of wool, worsted, hair of Alpaca goat or other like animals, not otherwise provided for ..... 20 per ct.
Wool, Class One, viz.: Leicester, Cotswold, Lincolnshire, Down Combing Wools, or wools known as Lustre Wools, and other like combing wools such as are grown in Canada ..... 3 cents per lb.
Wool unmanufactured, hair of the Alpaca goat and other like animals, not elsewhere specified ..... Free.
Wool Manufactures not otherwise provided for ;—Orleans, Alpacas, Lustres, Cobourgs, Baratheas, Balmoral Crapes, Persian Cords, Russell Cords, Twills, Moreens, Paramattas (not silk warp), Henriettas, Figured Alpacas, Debaiges, Muslin Delaines, French Delaines and French Merinos, Cashmeres, Cloth Table Covers, Piano Covers, Victoria Table Covers, Bullion Fringe, Fancy Wool Fringe, Mohair Braid, Llama Braid, Russian Braid, Black Indiana Shawls, Paisley Shawls, unless the largest component part be silk, Bunting, and all kinds of Bradford Dress Goods ..... 20 per ct.
Woollen, Hosiery, held to comprise men's, women's and children's Lambs-wool, Cashmere and Merino Shirts and Drawers, Wool Scarfs, Mufflers, Cravats, Cloaks, Handerchiefs, Collarettes, Cardigan Jackets, Polkas, Knitted Shawls, Nests, "Crossovers," Chest Protectors, Knitted Mantles, Petticoats, Wool Mitts, Cuffs, Gaiters, Boots and Bootees ..... 7½ cents per lb. and 20 per ct.
Woollen Rags ..... Free.
Woollen and Cotton Netting, for Boots, Shoes and Gloves ..... 10 per ct.
Woollen Imitation Seal Skin ..... 7½ cents per lb. and 20 per ct.
Worsted Plush, for upholstering purposes ..... 20 per ct.
Wrought Iron Forgings and parts of, for mills and locomotives, 25 lbs. and over ..... 20 per ct.
Yarns, Knitting Cotton, not bleached, dyed or colored, 2c. per lb. and 15 per ct.
Yarns, Hosiery, Cotton, not bleached, dyed or colored, 2c. per lb. and 15 per ct.
Yarns, Cotton, all other under No. 40 not bleached, dyed or colored ..... 2c. per lb. and 15 per ct.
Yarns, Cotton, knitting, hosiery and all others, if bleached, dyed or colored ..... 3c. per lb. and 15 per ct.
Yarns, Wool ..... 7½c. per lb. and 20 per ct.
Yarns, Wool, Knitting ..... 7½c. per lb. and 20 per ct.
Yarns, Wool, Fingering ..... 7½c. per lb. and 20 per ct.
Yarns, Worsted, under No. 30 ..... 7½c. per lb. and 20 per ct.
Yarns, Coir ..... Free.
Yellow Metal, in Bolts, Bars, and for sheathing .. .. Free.
Zinc, in pigs, blocks and sheets ..... 10 per ct.
Zinc, seamless drawn tubing ..... 10 per ct.
Zinc, manufactures of, not elsewhere specified ..... 25 per ct.
The following articles shall be prohibited to be imported, under a penalty of two hundred dollars, together with the forfeiture of the parcel or package of goods in which the same may be found, viz.:—
Books, Printed Papers, Drawings, Paintings, Prints, Photographs, or representations of any kind of a treasonable or seditious, or of an immoral or indecent character.
Coin, base or counterfeit.

EXPORT DUTIES.

Shingle Bolts, per cord of 128 cubic feet	$1 00
Spruce Logs, per M. feet	1 00
Pine Logs, "	1 00

Glass, not Figured, Painted, Enamelled or Engraved..20 per ct.
Glass all others, and manufactures of, not elsewhere specified.....20 per ct.
Glass Stoppers.....20 per ct.
Glass Balls.....30 per ct.
Glass Paper, Sand, Emery Paper and Cloth.....20 per ct.
Glengarry or Scotch Caps.....25 per ct.
Globes for Lanterns and Lamps.....30 per ct.
Gloves and Mitts of any material.....25 per ct.
Glucose Syrup.....½c. per lb. and 35 per ct.
Glucose and Grape Sugar, to be classed and rated for duty, as sugar according to grade by Dutch standard in color
Gold and Silver Leaf.....25 per ct.
Gold Beaters' Moulds and Skins.....Free.
Granite, all manufactures of, not elsewhere specified...20 per ct.
Granite Ware or Iron-stone Ware (not iron).....30 per ct.
Gravel.....Free.
Grease and Grease Scrap, for manufacture of Soap.....Free.
Grindstones.....$2.00 per ton.
Guano, and other animal and vegetable manure (not phosphates).....Free.
Gums, Amber, Arabic, Australian, British, Copal, Damar, Mastac, Sandarac, Shellac and Tragacanth...Free.
Gums, Chewing, sweetened or flavored.1c. per lb, and 35 per ct.
Gums, Chewing, not sweetened.....20 per ct.
Gunpowder, gun, rifle and sporting, in kegs, ½ kegs, ¼ kegs, and similar packages.....5 cts. per lb.
Gunpowder, cannon and musket, in kegs and barrels...4 cts. per lb.
Gunpowder, canister, in pound and ½ pound tins.....15 cts. per lb,
Gunpowder, blasting and mining.....3 cts. per lb.
Gut and Worm Gut, manufactured and unmanufactured, for whip and other cord.....Free.
Gutta Percha, manufactures of.....25 per ct.
Gutta Percha, crude.....Free.
Gypsum, ground.....20 per ct.
Gypsum, crude (Sulphate of Lime).....Free.
Hair, curled.....20 per ct.
Hair, Angola, Buffalo, Bison, Camel's, Goat, Hog, Horse and Human, cleaned or uncleaned, but not curled or otherwise manufactured; also Cow, Calf, and Deer Hair.....Free.
Hair Oils, Pomatums and Pastes, and all other perfumed preparations used for the hair, mouth or skin.....30 per ct.
Hams, fresh, salted, dried or smoked.....2 cts. per lb.
Handkerchiefs, cotton.....20 per ct.
Hardware, builders', cabinet makers', upholsterers', carriage makers', saddlers' and undertakers'.....30 per ct.
Hats, Caps and Bonnets, not elsewhere specified.....25 per ct.
Hatters' Plush, of silk or cotton.....10 per ct.
Hatters' Furs, not on the skin.....Free.
Hemlock Bark.....Free.
Hemp, undressed.....Free.
Hemp, Indian (crude drug).....Free.
Hides, raw, whether dry, salted or pickled.....Free.
Hoes, Steel.....30 per ct.
Hollow-ware, tinned, glazed, or enamelled, of cast or wrought iron.....25 per ct.
Honey, in the comb or otherwise.....3 cents per lb.
Hoofs.....Free.
Hops.....6 cents per lb.
Horn Strips, used in making Corsets.....Free.
Horse Shoes.....30 per ct.
Horse-shoe Nails.....30 per ct.
Hosiery, cotton of all kinds, not elsewhere specified..30 per ct.
Hosiery, wool of all kinds, not elsewhere specified, 7½ cents per lb. and.....20 per ct.
Hubs, Spokes and Felloes, rough or sawn only.....15 per ct.
Hubs, Spokes and Felloes, when finished.....25 per ct.
Hymn Books.....5 per ct.
Hyoscyamus or Henbane Leaf.....Free.
Ice.....Free.
Indian Corn.....7½ cents per bush.
India Rubber, Boots and Shoes and manufactures of, including Vulcanite and Elastic Web.....25 per ct.
India Rubber, unmanufactured.....Free.
Indigo.....Free.
Ink, for writing.....25 per ct.
Ink, for printing.....20 per ct.
Insulators, Telegraph and Lightning-rod.....30 per ct.
Iron, old and scrap.....$2.00 per ton.
Iron, Pig.....$2.00 per ton.
Iron, in Slabs, Blooms, Loops or Billets, puddled or not, and muck and puddled Bars and Billets.....10 per ct.
Iron, in bars, rolled or hammered, including flats, rounds and squares, nail and spike rods, and all other iron not elsewhere specified.....17½ per ct.
Iron, Band and Hoop, Sheet, smoothed or polished, coated or galvanized, and common or black, 17 gauge or thinner, and Boiler Plate, Tank Iron and Canada Plates.....12½ per cent.
And the above over 17 gauge.....17½ per ct.
Iron Chain, "half-inch chain," so called, is ordinarily made a little over ½ inch, or about 17-32 of an inch, but should be classed as half inch, and pay.20 per ct.
Iron, Nails and Spikes, wrought or pressed, including railroad spikes.....⅝c. per lb. and 10 per ct.
Iron, Rolled Beams, Channel, Angle and T Iron.....15 per ct.
Iron, Sheet, Corrugated and Galvanized.....17½ per ct.
Iron, Mill and Mill Cranks, and Wrought Forgings for Mills and Locomotives, or parts thereof, weighing 25 lbs. or more.....20 per ct.
Iron Masts, for ships or parts of.....Free.
Iron, rolled round wire rods in coils under ½ inch diameter.....10 per ct.
Iron and Steel Wire, tinned or coppered, galvanized or not.....15 per ct.
Iron, for bridges and structural work.....25 per ct.
Iron, malleable, castings.....25 per ct.
Iron, Stove and other castings, not elsewhere specified.25 per ct.
Iron Tin Plates—Sheet Iron tinned, commonly called tin plates, and whole sheets of any size, not specially shapen or cut from sheets as originally manufactured.....10 per ct.
Iron Nuts and Bolts, together, classed as bolts.....30 per ct.
Iron Wire Nails, called "Points de Paris,".....30 per ct.
Iron Furniture, including bedsteads, and ornamental iron work and wire work.....25 per ct.
Iron, Wrought, Tubing, plain, not threaded, coupled or otherwise manufactured.....15 per ct.
Iron, Wrought, Tubing, threaded or coupled.....20 per ct.
Iron, and manufactures of, not elsewhere specified.....20 per ct.
Iris.....Free.

Istle or Tampico Fibre.....Free.
Ivory or Ivory Nuts, unmanufactured.....Free.
Ivory Veneers, sawn or split only, not planed or polished.Free.
Jalap Root.....Free.
Japanned and Tinware, not elsewhere specified.....25 per ct.
Jeannettes.....2 cts. per sq. yd. and 15 per ct.
Jewellery, and manufactures of Gold and Silver.....20 per ct.
Junk, Old.....Free.
Jute, manufactures of.....20 per ct.
Jute, Jute and Hemp Carpets.....20 per ct.
Jute, unmanufactured.....Free.
Jute, Butts.....Free.
Kelp.....Free.
Kerosene and Coal Oil, distilled, purified or refined, not elsewhere specified.....7½ c. per I.G.
Kerosene and Coal Oil Fixtures, or parts thereof.....30 per ct.
Knitting Machines.....25 per ct.
Knife Blades or Knife Blanks in the rough, unhandled, for the use of Electro-platers.....10 per ct.
Knives for Mowers and Reapers and Cutter Bars.....30 per ct.
Kryolite.....Free.
Labels of every description, printed, lithographed or copper or steel plate.....30 per ct.
Lac—dye, crude, seed, button, stick and shell.....Free.
Lamps, Glass.....30 per ct.
Lamp Shades, Glass.....30 per ct.
Lard, tried and rendered.....2 cts. per lb.
Lard, untried.....1½ cts. per lb.
Lard, Oil.....20 per ct.
Lava, unmanufactured.....Free.
Lead, old and scrap and in pigs, bars, blocks and sheets.10 per ct.
Lead, white and red, dry; also dry white zinc.....5 per ct.
Lead, Pipe and Shot.....25 per ct.
Lead, all manufactures of, not elsewhere specified.....25 per ct.
Leather, sole, tanned but rough and undressed.....10 per ct.
Leather, Morocco Skins, tanned but rough or undressed.....10 per ct.
Leather, sole and belting leather, tanned but not waxed.15 per ct.
Leather, sole and belting leather, dressed and waxed..20 per ct.
Leather, all upper and French kid, tanned but not waxed.....15 per ct.
Leather, all upper and French kid, dressed and waxed.20 per ct.
Leather, japanned, patent or enamelled.....20 per ct.
Leather, all other, and skins tanned, not elsewhere specified.....20 per ct.
Leather, belting and all manufactures of, including boots and shoes.....25 per ct.
Leather, Board.....3 cts per lb.
Leather, Boot and Shoe Counters.....½ cent per pr.
Leeches.....Free.
Lemons, and rinds of, in brine for candying.....Free.
Licorice—root and paste, extract of, for manufacturing purposes.....20 per ct.
Licorice, stick extract or confection.....1 cent per lb. 20 per ct.
Linen, and manufactures of.....20 per ct.
Linen Handkerchiefs in boxes.....20 per ct
Attention is called to the necessity of seeing that they are invoiced at the full value, including the cost of hemming and boxing
Linings, cotton (rolled).....20 per ct
Linseed Oil, Raw or Boiled.....25 per ct.
Litharge.....Free.
Lithographic Stones, not engraved.....20 per ct.
Litmus and all Lichens, prepared and not prepared.....Free.
Locks of all kinds.....30 per ct.
Logs and round unmanufactured timber, not elsewhere specified.....Free.
Logwood, extract of.....Free.
Locomotives and Railway, Passenger, Baggage and Freight Cars, being the property of Railway Companies in the United States running upon any line of road crossing the frontier, so long as Canadian locomotives and cars are admitted free under similar circumstances in the United States, under regulations to be prescribed by the Minister of Customs.....Free.
Locomotive, Tires of Steel or "Bessemer" in the rough.....10 per ct.
Lumber and Timber, Planks and Boards, sawn, of Boxwood, Cherry, Walnut, Chestnut, Mahogany, Pitch, Pine, Rosewood, Sandalwood, Spanish Cedar, Oak, Hickory and Whitewood, not shaped, planed, or otherwise manufactured.....Free.
Lumber and Timber, Spanish Cedar cut by knife.....Free.
Lumber and Timber, not elsewhere specified.....20 per ct.
Linoleum as "Oil Cloth".....30 per ct.
Mace.....25 per ct.
Machinery for Cotton Mills, not made in Canada, until the 1st day of Oct. 1880.....Free.
Machinery for Worsted Mills, of all kinds, which is not manufactured in Canada, until the 1st day of Oct. 1880.....Free.
This does not refer to machinery for Woollen Mills, but only the actual machinery used in the manufacture of "Worsted."
Machinery, not elsewhere specified.....25 per ct.
Madder and Munject, or Indian Madder, ground and prepared and all extracts of.....Free.
Magazines, quarterly, monthly, and semi-monthly, unbound.....Free.
Malt.....15 cents per bush., subject to Excise Regulations.
Malt, extract of, for medicinal purposes.....25 per ct.
Manilla Grass.....Free.
Mantels, slate.....30 per ct.
Mantels, marble.....25 per ct.
Manure, Guano, and other animal and vegetable, in natural state, not prepared.....Free.
Manure, prepared or manufactured, all kinds.....20 per ct.
Marble Slabs, sawn on not more than two sides.....15 per ct.
Marble Blocks and Slabs, sawn on more than two sides.20 per ct.
Marble, finished.....25 per ct.
Marble, all manufactures of, not elsewhere specified..25 per ct.
Marble, in blocks from quarries in the rough, or sawn on two sides only, and not specially shapen, containing 15 cubic ft. or over.....10 per ct.
Maps and Charts—not Atlases.....20 per ct.
Masts, Iron, or parts of, for ships.....Free.
Mattrasses, hair, spring and other.....35 per ct.
Meal, Buckwheat.....¼ cent per lb.
Meal Cake, Oil Cake, Cotton Seed Cake, and Palm-Nut Cake.....Free.
Meat, fresh or salted, on actual weight, as received in Canada, except shoulders, sides, bacon and hams..1 cent per lb.

Meats, all others, dried, smoked or preserved, in any other way than salted or pickled, not otherwise specified.....2 cts. per lb. and 20 per cent. on value of cans.
Meats, Corned Beef.....2 cents per lb.
Meats, Essence of Beef (extract).....20 per ct.
Medals of gold, silver or copper.....Free.
Meerschaum, crude or raw.....Free.
Menageries, horses, cattle, carriages and harness of, under regulations to be prescribed by Minister of Customs.....Free.
Mica.....20 per ct.
Milk Food, manufactured by Henri Nestle, Dr. Giband and others, and all similar preparations.....30 per ct.
Military Stores and Munitions of War.....Free.
Mill Board, not Straw Board.....10 per ct.
Mitts and Gloves, leather.....25 per ct.
Mineralogy, specimens of.....Free.
Models and Patterns of Inventions, and other improvements in the arts, but no article or articles shall be deemed a model or improvement which can be fitted for use.....Free.
Molasses (see Syrups).
Moss, Iceland, and other Mosses, crude.....Free
Moss, Seaweed, and all other vegetable substances used for beds and mattrasses, in their natural state or only cleaned.....Free.
Mower and Reaper Knives, and Cutter Bars, as edge tools.....30 per ct.
Muffs, Fur.....25 per ct.
Music, printed, bound in sheets.....6 cents per lb.
Musical Instruments for bands of the Army, Navy or Militia.....Free.
Musical Instruments not specified..according to material of chief value.
Musical Instruments, brass.....30 per ct.
Musical Instruments, wood.....25 per ct.
Musical Instruments, silver.....20 per ct.
Musical Instruments, vulcanite.....25 per ct.
Musical Instruments, Accordeons.....25 per ct.
Musical Instruments, Triangles.....20 per ct.
Muskets, Rifles, Guns and Pistols, not elsewhere specified.....20 per ct,
Mustard Seed, unground.....15 per ct.
Mustard Seed, ground or prepared.....25 per ct.
Nails, Clout, Hungarian, Horse-shoe and Iron Wire, called "Point de Paris".....30 per ct.
Nails and Spikes, cut.....½ cent per lb. and 10 per ct.
Nails and Spikes, Wrought and Pressed, whether Galvanized or not.....⅝ cent per lb. and 10 per ct.
Nails and Spikes, Composition and Sheathing.....20 per ct.
Napkin Rings, plated.....30 per ct.
Napkin Rings, not plated.....20 per ct.
Naphtha, not elsewhere specified.....7 1-5 cts. per I.G.
Neatsfoot Oil.....20 per ct.
Newspapers, and Quarterly, Monthly, and Semi-monthly Magazines, unbound.....Free.
Nickel Anodes and Cathodes.....Free.
Nickel Salts.....20 per ct.
Nitrate of Soda or Cubic Nitre.....Free.
Nitro-Glycerine.....10c. per lb. and 20 per ct.
Nuts, Iron.....1c. per lb. and 10 per ct.
Nuts, all kinds except Cocoanuts.....20 per ct.
Nuts, Cocoa.....$1.00 per 100.
Nutmegs.....25 per ct.
Nutgalls.....Free.
Oak Bark.....Free.
Oakum.....Free.
Oats.....10 cts. per bush.
Oatmeal.....½ cent per lb.
Ochres, dry, ground or unground, washed or unwashed, *not* calcined.....10 per ct.
Oils, hair, perfumed or not.....30 per ct.
Oils, Coal or Kerosene, distilled, purified or refined. Naphtha, Benzole, Petroleum, products of Petroleum, Coal, Shale and Lignite not elsewhere specified.....7 1-5 cts. per I.G.
Oils, Lubricating.....20 per ct.
Oils, Carbolic or heavy, used for making wooden block pavements, for treating wood, for building, and for railway ties.....10 per ct.
Oils, Olive or Salad.....20 per ct.
Oil, Cod Liver, medicated.....20 per ct.
Oil, Fish, subject to provisions of Washington Treaty.Free.
Oils, Fish and Seal, and all products of fish, the produce of Newfoundland.....Free.
Oils, Lard.....20 per ct.
Oil, Linseed or Flaxseed, raw or boiled.....25 per ct.
Oils, Neatsfoot.....20 per ct.
Oil, Sperm.....20 per ct.
Oil, Sesame Seed.....20 per ct.
Oils, Cocoanut and Palm, in their natural state.....Free.
Oil Cake, Cotton Seed Cake, Palm-nut Cake and Meal.....Free.
Oil Cloth for Floors and Linoleum stamped, painted or printed, and Table Covers similarly prepared and oiled or painted window blinds.....30 per ct.
Oil Cloth, carriages, etc.....20 per ct.
Opium (drug).....20 per ct.
Opium, prepared for smoking.....$5.00 per lb.
Oranges, rinds of, in brine for Candying.....Free.
Ores of metals of all kinds.....Free.
Organs, Cabinet, Reed Organs, having not more than two sets of reeds.....$10.00 each.
Organs, Cabinet, having over two and not more than four sets of reeds.....$15.00 each.
Organs, Cabinet, having over four and not more than six sets of reeds.....$20.00 each.
Organs, Cabinet, having over six sets of reeds.....$30.00 each. and in addition thereto.....15 per ct.
Organ Pipes, and sets or parts of sets of reeds for Cabinet Organs.....25 per ct.
Ornamental Iron Work.....25 per ct.
Ornaments for ladies' head-dresses, hats, bonnets, belts, dress-clasps, &c., to be rated according to the material or component part of chief value.
Osiers.....Free.
Oxalic Acid.....Free.
Pails, Tubs, Churns, and other manufactures of Wood not elsewhere specified.....25 per ct.
Paint, fire proof, dry.....¼ cent per lb.
Paints and Colors ground in oil or any other liquid..25 per ct.
Paints and Colors not elsewhere specified.....20 per ct.
Paints and Colors, White and Red Lead dry, also Zinc. 5 per ct.

READY REFERENCE TABLE,

CONTAINING THE

POST OFFICES OF THE DOMINION, SHOWING THE MONEY ORDER AND SAVINGS BANK OFFICES, AND THE PROVINCE, COUNTY AND RIDING IN WHICH LOCATED.

The Offices printed in Italics are authorized to grant and pay Money Orders. The Offices marked * are Savings Bank Offices. The letters "W. O." following the name of a Post Office, signify "Way Office."
The capital letters on the right of the Electoral District column indicate the several Provinces of the Dominion.

NAME OF POST OFFICE.	ELECTORAL DISTRICT AND PROVINCE.
Abbott's Corners	Missisquoi Q
Abbotsford	Rouville Q
Aberarder	Lambton O
Abercorn	Brome Q
Aberdour	Bruce, N R O
Aberfeldy	Lambton O
Aberfoyle	Wellington, S R O
Abingdon	Monck O
Abrams Village	Prince P E I
Abougoggin Road	Westmoreland N B
Acacia	Norfolk, N R O
Acadie	Kent. N B
Acadia Mines	Colchester N S
Acadie Siding	Kent. N B
Acton	Halton O
Acton Vale	Bagot Q
Adamsville	Brome Q
Adare	Middlesex, N R O
Adderley	Megantic Q
Addington Forks	Antigonishe N S
Addison	Brockville O
Adelaide	Middlesex, N R O
Admaston	Renfrew, S R O
Admiral Rock	Hants N S
Adolphustown	Lennox O
Advocate Harbour	Cumberland N S
Afton	Antigonishe N S
Agincourt	York, E R O
Agnes	Beauce Q
Ahmic Lake	Muskoka O
Ailsa Craig	Middlesex, N R O
Aird	Missisquoi Q
Airlie	Simcoe, S R O
Akerly, W O	Queens N B
Albany	Prince P E I
Albert	Hastings, E R O
Albert Bridge	Cape Breton N S
Albert Mines	Albert N B
Alberton	Wentworth, S R O
Alberton	Prince P E I
Albion	Cardwell O
Albury	Prince Edward O
Aldboro'	Elgin, W R O
Alder River	Guysborough N S
Aldershot	Wentworth, N R O
Aldouane	Kent N B
Alexander	Inverness N S
Alexander's Point	Gloucester N B
Alexandria	Cariboo B C
Alexandria	Glengarry O
Alexandria	Marquette M
Alfred	Prescott O
Algonquin	Grenville, S R O
Allanburg	Welland O
Allandale	Simcoe, S R O
Allan Park	Grey, S R O
Allan's Corners	Chateauguay Q
Allan's Mills	Lanark, S R O
Allenford	Bruce, N R O
Allensville	Muskoka O
Allenwood	Simcoe, N R O
Allisonville	Prince Edward O
Alliston	Simcoe, S R O
Alloa	Peel O
Allumette Island	Pontiac Q
Alma	Wellington, C R O
Alma	Albert N B
Alma	Pictou N S
Alma	Prince P E I
Almira	York, E R O
Almonte	Lanark, N R O
Alport	Muskoka O
Alsace	Muskoka O
Alsfeldt	Grey, S R O
Althorpe	Lanark, S R O
Alton	Cardwell O
Altona	Ontario, S R O
Alvanley	Grey, N R O
Alvinston	Lambton O
Amaranth Station	Wellington, N R O
Amberley	Huron, N R O
Ambleside	Bruce, S R O
Ameliasburg	Prince Edward O
Amherst	Cumberland N S
Amherstburgh	Essex O
Amherst Point	Cumberland N S
Amiens	Middlesex, N R O
Amigari	Welland O
Amqui	Rimouski Q
Ancaster	Wentworth, S R O
Ancienne Lorette	Quebec Q
Anc Lorette (sub)	Quebec Q
Anderson	Perth, S R O
Anderson	Westmoreland N B
Anderson's Corners	Huntingdon Q
Andover	Victoria N B
Ange Gardien	Montmorency Q
Angeline	Rouville Q
Angers	Ottawa Q
Angus	Simcoe, S R O
Annagance	King's N B
Annan	Grey, N R O
Annapolis	Annapolis N S
Annidale	Queen's N B
Ansonia	Algoma O
Anten Mills	Simcoe, N R O
Antigonishe	Antigonishe N S
Antig. Harbour	Antigonishe N S
Antig Harb. South S.	Antigonishe N S
Antoinette	Argenteuil Q
Antrim	Carleton O
Antrim	Halifax N S
Apohaqui	King's N B
Appin	Middlesex, W R O
Appleby	Halton O
Appledore	Kent O
Apple Grove	Stanstead Q
Apple River	Cumberland N S
Appleton	Lanark, N R O
Apsley	Peterborough E R O
Apto	Simcoe, N R O
Arcadia	Yarmouth N S
Archibald	Marquette M
Archibald Sett	Restigouche N B
Arden	Addington O
Ardoch	Addington O
Ardtrea	Simcoe, N R O
Argyle	Victoria, N R O
Argyle	Carleton N B
Argyle	Yarmouth N S
Argyle Shore	Queen's P E I
Argyle Sound	Yarmouth N S
Arichat	Richmond N S
Arisaig	Antigonishe N S
Arkell	Wellington, S R O
**Arkona*	Lambton O
Arkwright	Bruce, N R O
Arlington	Cardwell O
Armadale	York, E R O
Armadale	Kings P E I
Armagh	Bellechasse Q
Armand	Temiscouata Q
Armow	Bruce, S R O
Armstrong's Brook	Restigouche N B
Armstrong's Corner	Queen's N B
Armstrong's Mills	Wellington, S R O
Arnaud	Cape Breton N S
Arnott	Grey, N R O
**Arnprior*	Renfrew, S R O
Aroostook	Victoria N B
Aroostock Junction	Victoria N B
Aros	Victoria, N R Q
Arthabaska Station	Arthabaska Q
Arthabaskaville	Arthabaska Q
**Arthur*	Wellington, N R O
Arthurette	Victoria N B
Arundel	Argenteuil Q
Arva	Middlesex, E R O
Ascot Corner	Sherbrooke Q
Ashburn	Ontario, S R O
Ashcroft	Yale B C
Ashdad	Renfrew, S R O
Ashdale	Antigonishe N S
Ashdown	Muskoka O
Ashgrove	Halton O
Ashland	Carleton N B
Ashley	Grey, N R O
Ashton	Carleton Q
Askilton	Inverness N S
Askin	Middlesex, E R O
Aspdin	Muskoka O
Aspy Bay	Victoria N S
Assiniboine	Marquette M
Aston Station	Nicolet Q
Atha	Ontario, S R O
Athelstan	Huntingdon Q
Atherley	Ontario, N R O
Atherton	Norfolk, N R O
Athlone	Cardwell O
Athol	Glengarry O
Athol	Cumberland N S
Attercliffe	Monck O
Attercliffe Station	Monck O
Aubert Gallion	Beauce Q
Aubrey	Chateauguay Q
Auburn	Huron, N R O
Audley	Ontario, S R O
Aughrim	Lambton O
Augustine Cove	Prince P E I
Auld's Cove	Guysborough N S
Aultsville	Stormont O
**Aurora*	York, N R O
Avening	Simcoe, N R O
Avignon	Bonaventure Q
Avoca	Argenteuil Q
Avon	Middlesex, E R O
Avonbank	Perth, S R O
Avondale	Carleton N B
Avondale	Pictou N S
Avonmore	Stormont O
Avonport	King's N S
Avonport Station	King's N S
Avonton	Perth, S R O
Ayer's Flat	Stanstead Q
Aylesford	King's N S
**Aylmer (East)*	Ottawa Q
**Aylmer (West)*	Elgin, E R O
Aylwin	Ottawa Q
**Ayr*	Waterloo, S R O
Ayton	Grey, S R O
Babington	Queen's N B
Baby's Point	Bothwell O
Back Bay	Charlotte N B
Back Lands	Antigonishe N S
Back Meadows	Pictou N S
Baddeck	Victoria N S
Baddeck Bay	Victoria N S
Baddeck Bridge	Victoria N S
Baddow	Victoria, N R O
Baden	Waterloo, S R O
Badjeros	Grey, E R O
Bagot	Renfrew, S R O
Bagotville	Chicoutimi Q
Baie de la Trinité	Saguenay Q
Baie St. Paul	Marquette M
Baie Verte	Westmoreland N B
Baie Verte Road	Westmoreland N B
Bailey's Brook	Pictou N S
Bailieboro'	Peterboro', W R O
Baillargeon	Lévis Q
Baillie	Charlotte N B
Bairdsville	Victoria N B
Bala	Muskoka O
Balderson	Lanark, S R O
Baldhill	Queen's N B
Baldoon	Kent O
Baldwin	York, N R O
Baldwin's Mills	Stanstead Q
Ballantrae	York, N R O
Ballantyne's Station	Frontenac O
Ballinafad	Wellington, S R O
Ballycroy	Cardwell O
Ballyduff	Durham, E R O
Ballymote	Middlesex, E R O
Balmoral	Haldimand O
Balmoral	Restigouche N B
Balmoral	Lisgar M
Balsam	Ontario, S R O
Balsam Lake	Victoria, N R O
Baltimore	Northumb., W R O
Bamberg	Waterloo, N R O
Bancroft	Hastings, N R O
Banda	Simcoe, S R O
Bandon	Huron, C R O
Banks	Grey, E R O
Bannockburn	Hastings, N R O
Barachois	Westmoreland N B
Barachois de Malbaie	Gaspé Q
Barclay	Victoria, S R O
Bardsville	Muskoka O
Barkerville	Cariboo B C
Bark Lake	Renfrew, S R O
Barkway	Muskoka O
Barnaby River	Northumberl'd. N B
Barnesville	King's N B
Barnett	Wellington, C R O
Barney's River	Pictou N S
Barnston	Stanstead Q
Barrett	Muskoka O
Barrettsholme	Albert N B
Barrett's Cross	Prince P E I
**Barrie*	Simcoe, N R O
Barriefield	Frontenac O
Barrington	Huntingdon Q
Barrington	Shelburne N S
Barrio's Beach	Antigonishe N S
Barry's Bay	Renfrew, N R O
Barronsfield	Cumberland N S
Bar Settlement	Hants N S
Bartibog	Northumberl'd N B
Bartibogue Bridge	Northumberl'd N B
Bartlett Mills	Charlotte N B
Bartonville	Wentworth, S R O
Basin River Inhab	Richmond N S
Bassin du Lievre	Ottawa Q
Bass River	Colchester N S
Bass River	Kent N B
Basswood Ridge	Charlotte N B
Bateston	Cape Breton N S
**Bath*	Lennox O
Bath	Carleton N B
Bathurst	Gloucester N B
Bathurst Village	Gloucester N B
Batiscan	Champlain Q
Batiscan Bridge	Champlain Q
Batteau	Simcoe, N R O
Battersea	Frontenac O
Battleford	North-W. Territories
Baxter's Harbour	Kings N S
Bay du Vin	Northumberl'd N B
Bay du Vin Mills	Northumberl'd N B
** Bayfield*	Huron, S R O
Bayfield	Westmoreland N B
Bayfield	Antigonishe N S
Bay Fortune	Kings P E I
Bayham	Elgin, E R O
Bayside	Charlotte N B
Bay St. Lawrence	Victoria N S
Baysville	Muskoka O
Bayswater	King's N B
Bay View	St. John N B
Bayview	Queen's P E I
Bayview	Grey, E R O
Beachburg	Renfrew, N R O
Beach Point	King's P E I
Beaconsfield	Oxford, S R O
Beach Hill	Albert N B
Beach Meadows	Queen's N S
**Beachville*	Oxford, S R O
**Beamsville*	Lincoln O
Bear Brook	Russell O
Bear Island	York N S
Bear Point	Shelburne N S
Bear R. (W. side)	Digby N S
Bear River	King's P E I
Beaton's Mills	Queen's P E I
Beatrice	Muskoka O
**Beauharnois*	Beauharnois Q
Beaulac	Montcalm Q
Beaulieu	Montmorency Q
Beaumont	Bellechasse Q
Beauport	Quebec Q
Beaver	Prescott O
Beaurivage	Lotbinière Q
Beaver Bank	Halifax N S
Beaver Brook	Albert N B
Beaver Cove	Cape Breton N S
Beaver Harbour	Charlotte N B
Beaver River	Digby N S
Beaver River Corner	Digby N S
**Beaverton*	Ontario, N R O
Becancour	Nicolet Q
Beacancour Station	Megantic Q
Bedeque	Prince P E I
Bedford	Missisquoi Q
Beebe Plain	Stanstead Q
Beech Ridge	Argenteuil Q
Beechwood	Huron, C R O
Beeton	Simcoe, S R O
Bedford Basin	Halifax N S
Bedford Mills	Frontenac O
Beggsboro'	Muskoka O
Bégon	Temiscouata Q
Belfast	Huron, N R O
Belfast	Queen's N S
Belford	York, E R O
Belfountain	Cardwell O
Belgrave	Huron, N R O
Belhaven	York, N R O
Belledune	Gloucester N B
Bell Ewart	Simcoe, S R O
Belle Creek	Queen's P E I
Belledune River	Gloucester N B
Belleisle	Annapolis N S
Belleisle Bay	King's N B
Belleisle Creek	King's N B
Bellenden	Queen's N B
Belle River	Essex O
Belle Rivière	Two Mountains Q
Belle Vallée	St John's Q
**Belleville*	Hastings, W R O
Belleville	Carleton N B
Belliveaux Cove	Digby N S
Belliveaux Village	Westmoreland N B
Bellrock	Addington O
Bell's Corners	Carleton O
Belmont	Middlesex, E R O
Belmont	Colchester N S
Belmore	Huron, N R O
Belœil Station	Verchères Q
Belœil Village	Verchères Q
Belton	Middlesex, E R O
Belyea's Cove	Queen's N B
Benacadie	Cape Breton N S
Benlomond	York, E R O
Benmiller	Huron, C R O
Bennington	Oxford, N R O
Bensfort	Peterboro', W R O
Benton	Carleton N B
Bergerville	Quebec Q
Berkeley	Grey, N R O
**Berlin*	Waterloo, N R O
Berry Mill Station	Westmoreland, N B
Berryton	Albert N B
Bersimis	Saguenay Q
Berthier (*en bas*)	Montmagny Q
**Berthier (en haut)*	Berthier Q
Bervie	Bruce, S R O
Berwick	Stormont O
Berwick	King's N S
Berwick Station	King's N S
Bethany	Durham, E R O
Bethesda	York, N R O
Bewdley	Northumb., W R O
Bexley	Victoria, N R O
Bic	Rimouski Q
Bienville	Lévis Q
Big Bank	Victoria N S
Big Bras d'Or	Victoria N S
Big Brook	Inverness N S
Big Cove	Queen's N B
Big Harbour	Victoria N S
Big Intervale (Mar.)	Victoria N S
Big Island	Pictou N S
Big Loraine	Cape Breton N S
Big Marsh	King's P E I
Big Pond	Cape Breton N S
Big Port'le Bear	Shelburne N S
Big Tracadie	Antigonishe N S
Billings' Bridge	Russell O
Bill Town	King's N S
Binbrook	Wentworth, S R O
Bingham Road	Haldimand O
Binkham	Wellington, S R O
Birchton	Compton Q
Birds Hill	Lisgar M
Birchtown	Shelburne N S
Birdton	York N B
Birkhall	Lambton O
Birmingham	Frontenac O
Birnam	Lambton O
Birr	Middlesex, E R O
Birtle	N. W. Territory.
Bishop's Mills	Grenville, N R O
Bishop's Crossing	Wolfe Q
Bismarck	Monck O
Bisson	Beauce Q
Black Bank	Simcoe, S R O
Black Brook	North'mb'rl'd. N B
Black Brook	Cape Breton N S
Blackburn	Russell O
Black Cape	Bonaventure Q
Black Creek	Welland O
Black's Corners	Wellington, N R O
Black Heath	Wentworth, S R O
Black Land	Restigouche N B
Black Point	Restigouche N B
Black Point	Halifax N S
Black River	North'mb'rl'd. N B
Black River	St. John N B
Black River	Antigonishe N S
Black River Bridge	Prince Edward O
Black River Bridge	North'mb'rl'd. N B
Black Rock	Cumberland N S
Black Rock	Gloucester N B
Blackville	North'mb'rl'd. N B
Blair	Waterloo, S R O
Blair Athol	Restigouche N B
Blairton	Peterboro', E R O
Blake	Huron, S R O
Blake	N. W. Territories.
Blakeney	Lanark, N R O
Banchard Road	Pictou N S
Blanche	Ottawa Q
Blandford	Arthabaska Q
Blandford	Lunenburg N S
Blantyre	Grey, E R O
Blayney Ridge	York N B
Blessington	Hastings, E R O
Blind River	Algoma O
Blissfield	North'mb'rl'd. N B
Blissville	Sunbury N B
Block House	Lunenburg N S
Bloomfield	Prince Edward O
Bloomfield	Prince P E I
Bloomfield	Carleton N B
Bloomfield	King's N B
Bloomfield Ridge	York N B
Bloomingdal	Waterloo, N R O
Bloomington	York, N R O
Bloomsburg	Norfolk, N R O
Blueberry	Queen's N S
Blue Mountain	Pictou N S
Blue's Mill	Inverness N S
Bluevale	Huron, N R O
Blythe	Huron, N R O
Blythfield	Marquette M
Blytheswood	Essex O
**Bobcaygeon*	Victoria, S R O
Bocabec	Charlotte N B
Bogart	Hastings, E R O
Bognor	Grey, N R O
Boiestown	North'mb'rl'd. N B
Boisdale Barachois	Cape Breton N S
Boisdale Chapel	Cape Breton N S
Bolingbroke	Lanark, S R O
Bolsover	Victoria, N R O
Bolton Centre	Brome Q
Bolton Forest	Brome Q
Bomanton	Northumb., W R O
Bonaventure River	Bonaventure Q
**Bondhead*	Simcoe, S R O
Bongard's Corners	Prince Edward O
Bonnechere	Renfrew, N R O
Bonne Esperance	Saguenay Q
Bonshaw	Queen's P E I
Bookton	Norfolk, N R O
Boom	Inverness N S
Bord à Plouffe	Laval Q
Bourdeaux	Hochelaga Q
Bornholm	Perth, N R O
Bornish	Middlesex, N R O
Bostouche	Kent N B
Boscobel	Shefford Q
Boskung	Peterboro', E R O
Boston	Norfolk, N R O
Boston Mills	Peel O
Bosworth	Wellington, C R O
Botany	Bothwell O
**Bothwell*	Bothwell O
Bothwell	King's P E I
Botsford Portage	Westmoreland N B
Boucherville	Chambly Q
Bouchette	Ottawa Q
Bouck's Hill	Dundas O
Boudreau Village	Westmoreland N B
Bougie	Jacques Cartier Q
Bourdeau	Muskoka O
Boulardarie	Victoria N S
Boulardarie B. Lands	Cape Breton N S
Boulter	Hastings, N R O
Boundary Creek	Westmoreland N B
Boundary, Presqu'ile	Carleton N B
Bourgeois	Kent N B
Bourg Louis	Portneuf Q
Bowling Green	Wellington, N R O
**Bowmanville*	Durham, W R O
Bowood	Middlesex, N R O
Box Grove	York, E R O
Boylston	Guysboro' N S
Boyne	Halton O
Boynton	Stanstead Q
**Bracebridge*	Muskoka O
Brackenrig	Muskoka O
Brackley Point	Queen's P E I
Brackley Point R'd.	Queen's P E I
**Bradford*	Simcoe, S R O
Bradshaw	Bothwell O
Brae	Prince P E I
Braemar	Oxford, N R O
Braeside	Renfrew, S R O
Brae Station	Prince P E I
Bramley	Simcoe, S R O
**Brampton*	Peel O
Branchton	Waterloo, S R O
Brandy Creek	Norfolk, N R O
**Brantford*	Brant, S R O
Breadalbane	Glengarry O
Breadalbane	Restigouche N B
Brechin	Ontario, N R O
Brentwood	Simcoe, N R O
Breslau	Waterloo, N R O
Brewer's Mills	Frontenac O
Brewster	Huron, S R O
Brickley	Northumb., E R O
Bridge Creek	N. W. Territories.
Bridgedale	Albert N B
Bridge End	Glengarry O
Bridgenorth	Peterboro', W R O
Bridgeport	Waterloo, N R O
Bridgeport	Cape Breton N S
Bridgetown	Annapolis N S
Bridgeville	Pictou N S
**Bridgewater*	Hastings, N R O
Bridgewater	Lunenburg N S
Brigden	Lambton O
Brigg's Corner	Queen's N B
Brigham	Brome Q
**Bright*	Oxford, N R O
**Brighton*	Northumb., E R O
Brightside	Lanark, N R O
Brinkworth	Hastings, N R O
Brinsley	Middlesex, N R O
Brinston's Corners	Dundas O
Brisbane	Wellington, S R O
Bristol	Pontiac Q
Bristol	Carleton N B
Bristol Corners	Pontiac Q
Britannia	Peel O
Britannia Mills	Bagot Q
Britonville	Argenteuil Q
Broadbent	Muskoka O
Broad Cove Chapel	Inverness N S
Broad Cove (Lunen.)	Lunenburg N S
Broad Cove (Marsh)	Inverness N S
Broadlands	Bonaventure Q
**Brockville*	Brockville O
Brodhagen	Perth, N R O
Brome	Brome Q
Brompton	Richmond Q
Brompton Falls	Richmond Q
Bronson	Hastings, N R O
Bronte	Halton O
Brookbury	Compton Q
Brookfield	Colchester N S
Brookfield	Queen's N S
Brookfield Station	Welland O
Brookholm	Grey, N R O
Brookland	Pictou N S
**Brooklin*	Ontario, S R O
Brooklyn	King's P E I
Brooklyn	Queen's N S
Brooksdale	Oxford, N R O
Brookvale	Queen's N B
Brookvale	Halifax N S
Brook Village	Inverness N S
Brookville	Cumberland N S
Brookville	Pictou N S
Brougham	Ontario, S R O
Broughton	Beauce Q
Brouseville	Grenville, S R O
Brown's Brook	Cumberland N S
Brownsburg	Argenteuil Q
Brown's Mountain	Antigonishe N S
Brownsville	Oxford, S R O
Brucefield	Huron, C R O
Bruce Mines	Algoma O
Brudenell	Renfrew, S R O
Brule	Colchester N S
Brunner	Perth, N R O
Brunswick	Durham, E R O
**Brussels*	Huron, C R O
Bryanston	Middlesex, E R O
Bryson	Pontiac Q
Buckhorn	Kent O
**Buckingham*	Ottawa Q
Buckland	Bellechasse Q
Bucklaw	Victoria N S
Buckley's	King's N S
Buctouche	Kent N B
Bulger	Renfrew, N R O
Bull Creek	King's P E I
Bullock's Corners	Wentworth, N R O
Bulstrode	Arthabaska Q
Cape Sable Island	Shelburne N S
Bulwer	Compton Q
Bumfrau	Carleton N B
Bunessan	Grey, S R O
Bunyan	Lambton O
Burford	Brant, S R O
Burgessville	Oxford, S R O
Burgoyne	Bruce, N R O
Burk's Falls	Musdoka O
Burleigh	Peterboro', E R O
Burleigh Falls	Peterboro', E R O
**Burlington*	Halton O
Burlington	Prince P E I
Burlington	King's N S
Burnbrae	Northumb., E R O
Burnhamthorpe	Peel O
Burnley	Northumb., W R O
Burns	Perth, N R O
Burnside	Marquette M
Burnside	Two Mountains Q
Burnstown	Renfrew, S R O
Burnt Church	Northumberl'd N B
Burntcoat	Hants N S
Burnt River	Victoria, N R O
Burrard Inlet	N. Westminster B C
Burritt's Rapids	Grenville, N R O
Burtch	Brant, S R O
Burton	Durham, E R O
Burton	Sunbury N B
Bury's Green	Victoria, N R O
Bushfield	Huron, N R O
Bute	Megantic Q
Butternut Ridge	King's N B
Buttonville	York, E R O
Buxton	Kent O
Byng	Monck O
Byng Inlet	Muskoka O
Byrnedale	Essex O
Byron	Middlesex, E R O
Cable Head	King's P E I
Cache Creek	Yale B C
Cacouna	Temiscouata Q
Cadmus	Durham, W R O
Cæsarea	Durham, W R O
Cain's River	North'mb'rl'd. N B
Cainsville	Brant, N R O
Caintown	Leeds, S R O
Cairngorm	Middlesex, W R O
Cairnside	Chateauguay Q
Caistorville	Monck O
Calabogie	Renfrew, S R O
Calder	Middlesex, W R O
Caldwell	Cardwell O
Caledon	Cardwell O
Caledon, East	Cardwell O
Caledonia	Haldimand O
Caledonia	Queen's P E I
Caledonia Corner	Queen's N S
Caledonia Mills	Antigonishe N S
Caledonia Mines	Cape Breton N S
Caledonia, St. Mary's	Guysboro' N S
Caledonia Settlem't	Albert N B
Caledonia Springs	Prescott O
Calf Mountain	Marquette M
Calhoun	Westmoreland N B
Calton	Elgin, E R O
Calumet Island	Pontiac Q
Camborne	Northumb, W R O
Cambray	Victoria, N R O
Cambria	Argenteuil Q
Cambridge	Queen's N S
Cambridge	Hants N S
Cambridge Station	King's N S
Camden, East	Addington O
Cameron	Victoria, N R O
Camerontown	Glengarry O
Camilla	Cardwell O
Camlachie	Lambton O
**Campbellford*	Northumb., E R O
Campbell's Cross	Peel O
Campbell Settlem't.	King's N B
Campbell Settlem't.	York N B
Campbellton	Elgin, W R O
Campbellton	Restigouche N B
Campbellville	Halton O
Campbellville	Marquette M
Campden	Lincoln O
Campo Bello	Charlotte N B
Canaan	Russell O
Canaan	King's N S
Canaan Rapids	Queen's N B
Canaan Station	Westmoreland N B
Canada Creek	King's N S
Canard	King's N S
Canard River	Essex O
Canboro'	Monck O
Candasville	Monck O
Canfield	Haldimand O
Cannifton	Hastings, E R O
Canning	Oxford, N R O
Canning	King's N S
**Cannington*	Ontario, N R O
Cannonville	Cumberland N S
Canrobert	Rouville Q
Canso	Guysboro' N S
Canterbury	Compton Q
Canterbury	York N B
Canterbury Station	York N B
Cantley	Ottawa Q
Canton	Durham, E R O
Cap à l'Aigle (sub)	Charlevoix Q
Cap Chat	Gaspé Q
Cap Bald	Westmoreland N B
Cap des Rosiers	Gaspé Q
Cape Cove	Gaspé Q
Cape Croker	Bruce, N R O
Cap de Moselle Creek	Albert N B
Cape George	Antigonishe N S
Cape George Harbor	Richmond N S
Cape George (N side)	Antigonishe N S
Cape John	Pictou N S
Capelton	Sherbrooke Q
Cape Mabou	Inverness N S
Cape North	Victoria N S
Cape Negro	Shelburne N S
Cape Ozo	Gaspé Q
Cape Rich	Grey, E R O
Cap Santé	Portneuf Q
Cape Spear	Westmoreland N B
Cape Traverse	Prince P E I
Cape Wolfe	Prince P E I
Cap Magdeleine	Champlain Q
Cap Rouge	Quebec Q
Cap St. Ignace	Montmagny Q
Cap St. Michel	Vercheres Q
Capucins	Rimouski Q
Carillon	Argenteuil Q
Carleton	Bonaventure Q
Carleton	St. John N B
Carleton	Prince P E I
Carleton	N. West Territories
**Carleton Place*	Lanark, S R O
Carleton Station	Northumberl'd N B
Carling	Muskoka O
Carlingford	Perth, S R O
Carlisle	Wentworth, N R. O
Carlisle	Carleton N B
Carlow	Huron, C R O
Carlow	Carleton N B
Carlsruhe	Bruce, S R O
Carlton	Yarmouth N S
Carlton West	York, W R O
Carluke	Wentworth, S R. O
Carmunnock	Huron, C R O
Carnarvon	Peterboro', E R. O
Caron Brook	Victoria N B
Carp	Carleton O
Carpenter	Queen's N B
Carriboo Cove	Richmond N S
Carriboo Marsh	Cape Breton N S
Carriboo River	Pictou N S
Carroll's Corners	Halifax N S
Carrville	York, W R O
Carsonby	Carleton O
Carsonville	King's N B
Carswell	Renfrew, S R O
Carthage	Perth, N R O
Carteret	Muskoka O
Carter's Point	King's N B
Cartwright	Durham, W R O
Cascades	Ottawa Q
Case Settlement	King's N B
Cashel	York, E R O
Cashion's Glen	Glengarry O
Cashmore	Middlesex, W R. O
Cashtown	Simcoe, N R O
Cass Bridge	Dundas O
Cassburn	Prescott O
Cassel	Oxford, N R O
Casselman	Russell O
Cassiar	B C
Castile	Renfrew, N R O
Castlebar	Richmond Q
Castlederg	Cardwell O
Castleford	Renfrew, S R O
Castlemore	Peel O
Castleton	Northumb., E R O
Catalone	Cape Breton N S
Catalone Gut	Cape Breton N S
Cataract	Cardwell O
Cataraqui	Frontenac O
Cathcart	Brant, S R O
Caughnawaga	Laprairie Q
Causapscal	Rimouski Q
Cavan	Durham, E R O
Cavendish	Queen's P E I
Cavendish Road	Queen's P E I
**Cayuga*	Haldimand O
Cazaville	Huntingdon Q
Cedar Dale	Ontario, S R O
Cedar Grove	York, E R O
Cedar Hill	Lanark, N R O
Cedar Lake	Digby N S
Cedar Mills	Cardwell O
Cedars	Soulanges Q
Cedarville	Grey, E R O
Central Argyle	Yarmouth N S
Central Blissville	Sunbury N B
Central Clarence	Annapolis N S
Central Cambridge	Queen's N B
Central Chebogue	Yarmouth N S
Centralia	Huron, S R O
Central Kingsclear	York N B
Central New Annan	Colchester N S
Central Norton	King's N B
Central Onslow	Colchester N S
Centre Augusta	Grenville, S R O
Centreton	Northumb., W R. O
Centra Village	Westmoreland N B
Centreville	Addington O
Centreville	Carleton N B
Centreville	King's N S
Centreville	Digby N S
Chalk River	Renfrew, N R O
Chambly Basin	Chambly Q
**Chambly Canton*	Chambly Q
Chambord	Chicoutimi Q
Champlain	Champlain Q
Chance Harbour	St John N B
Chandos	Peterboro', E R O
Chantelle	Montcalm Q
Chantry	Leeds, S R O
Chapman	Hastings, E R O
Chapman	Westmoreland N B
Chapman Settlement	Cumberland N S
Chard	Prescott O
Charing Cross	Kent O
Charlemagne	L'Assomption Q
Charrington	Compton Q

NAME OF POST OFFICE.	ELECTORAL DISTRICT AND PROVINCE.
Charlesbourg	Quebec Q
Charleston	Leeds, S R O
Charleston	Carleton N B
Charleville	Grenville, S R. O
Charlos' Cove	Guysboro' N S
Charlottetown	Queen's P E I
Chartierville	Compton Q
Chatboro'	Argenteuil Q
Chateauguay	Chateauguay Q
Chateauguay Basin	Chateauguay Q
Chateau Richer	Montmorency Q
**Chatham*	Kent O
Chatham	Northumb'rl'd N B
Chatillon	Yamaska Q
Chatsworth	Grey, N R O
Chaudière Mills	Lévis Q
Chaudière Station	Lévis Q
Cheapside	Haldimand O
Chebogue Point	Yarmouth N S
Cheddar	Peterboro', E R. O
Chegoggin	Yarmouth N S
Chelmsford	Northumberl'd. N B
**Chelsea*	Ottawa Q
Chelsea	Lunenburg N S
Cheltenham	Peel O
Chemainus	Vancouver B C
Chemin Tache	Témiscouata Q
Chepstow	King's P E I
Chepstowe	Bruce, S R O
Cherry Grove	King's P E I
Cherry Grove	Middlesex, E R O
Cherry River	Sherbrooke Q
Cherry Vale	Queen's N B
Cherry Valley	Prince Edward O
Cherry Valley	Queen's P E I
Cherrywood	Ontario, S R O
Chesley	Bruce, N R O
Chesley's Corners	Lunenburg N S
Chester	Arthabaska Q
Chester	Lunenburg N S
Chester	Carleton N B
Chester Basin	Lunenburg N S
Chesterfield	Oxford, N R O
Chester Grant	Lunenburg N S
Chesterville	Dundas O
Chesticamp	Inverness N S
Chevalier	Essex O
Cheverie	Hants N S
Cheviot	Bruce, S R O
Chichester	Pontiac Q
Chicoutimi	Chicoutimi Q
Chilliwack	N. Westminster, B C
Chimney Corner	Inverness N S
Chipman	Queen's N B
Chipman's Brook	King's N S
Chipman's Corners	King's N S
**Chippawa*	Welland O
Chippawa Hill	Bruce, N R O
Chiselhurst	Huron, C R O
Chisholm	Prince Edward O
Chlorydormes	Gaspé Q
Christina	Middlesex, W R O
Christie's Corners	Grenville, N R O
Christmas Island	Cape Breton N S
Churchill	Simcoe, S R O
Church Hill	Albert N B
Church Point	Northumberl'd N B
Churchstreet	King's N S
Churchville	Peel O
Churchville	Pictou N S
Chute à Blondeau	Prescott O
Chute's Cove	Annapolis N S
Clachan	Bothwell O
Clairvaux (sub)	Charlevoix Q
Clam Harbour	Halifax N S
Clanbrassil	Haldimand O
Clandeboye	Carleton O
Clandeboye	Lisgar M
Clapham	Megantic Q
Claremont	Ontario, S R O
Claremont	Cumberland N S
Clarence	Russell O
Clarence Creek	Russell O
Clarenceville	Missisquoi Q
Clarendon Front	Pontiac Q
Clarendon	Charlotte N B
Clarina	Shefford Q
Clarke	Durham, W R O
Clarke's Harbour	Shelburne N S
**Clarksburg*	Grey, E R O
Clarkson	Peel O
Claude	Peel O
Clavering	Grey, N R O
Clayton	Lanark, N R O
Clear Creek	Norfolk, S R O
Clear Spring	King's P E I
Clear Springs	Provencher M
**Clearville*	Bothwell O
Clementsport	Annapolis N S
Clementsvale	Annapolis N S
Clermont	Prince P E I
**Clifford*	Wellington, N R O
Clifton	Welland O
Clifton	Gloucester N B
Clifton	King's N B
Clifton	Colchester N S
Clifton House (sub)	Welland O
Clinch's Mills	St. John N B
Clinton	Cariboo B C
**Clinton*	Huron, S R O
Clones	Queen's N B
Clontarf	Renfrew, S R O
Close Mills	Lennox O
Clover Hill	Simcoe, S R O
Cloyne	Addington O
Clyde	Wentworth, N R O
Clyde River	Shelburne N S
Clydesdale	Peterboro', E R O
Clyde Station	Queen's P E I
Coal Branch	Kent N B
Coal Branch Station	Kent N B
Coal Creek	Queen's N B
Coal Mines	Queen's N B
Coates' Mills	Kent N B
**Coaticook*	Stanstead Q
Cobden	Renfrew, N R O
**Cobourg*	Northumb., W R O
Cocagne	Kent N B
Cocaigne River	Kent N B
Cody's	Queen's N B
Cogmagun River	Hants N S
Colbeck	Wellington, N R O
**Colborne*	Northumb., E R O
Colchester	Essex O
Cold Brook Station	King's N S
Coldrington	Northumb., E R O
Cold Springs	Northumb., W R O
Coldstream	Middlesex, N R O
Coldstream	Carleton N B
Cold stream	Colchester N S
**Coldwater*	Simcoe, N R O
Coldbrook	Addington O
Cole Harbour	Guysboro' N S
Coleman	York, E R O
Coleraine	Peel O
Cole's Corners	Lambton O
Cole's Island	Queen's N B
Colenso	Gray, E R O
Colinville	Lambton O
Colgan	Simcoe, S R O
Clifield	Pontiac Q
Collina	King's N B
**Collingwood*	Simcoe, N R O
Collin's Bay	Frontenac O
Colpoy's Bay	Bruce, N R O
Columbus	Ontario, S R O
Colwell	Simcoe, S R O
Comber	Essex O
Combermere	Renfrew, S R O
Comet	Essex O
Comeauville	Digby N S
Commanda Creek	Muskoka O
Como	Vaudreuil Q
Comox	Vancouver B C
**Compton*	Compton Q
Conboyville	Brant, N R O
Concord	York, W R O
Condon Settlement	King's N S
Conestogo	Waterloo, N R O
Coningsby	Wellington, S R O
Conn	Wellington, N R O
Connaught	Dundas O
Connell	Carleton N B
Connor	Cardwell O
Conquerall Bank	Lunenburg N S
Conroy	Perth, S R O
Conroy's Farm	Hastings, N R O
Consecon	Prince Edward O
Constance	Huron, C R O
Contrecoeur	Verchères Q
Conway	Lennox O
Cook's Brook	Halifax N S
Cook's Cove	Guysborough N S
Cook's Creek	Lisgar M
Cookshire	Compton Q
**Cookstown*	Simcoe, S R O
Cookville	Peel O
Cookville	Westmoreland, N B
Cooper	Hastings, N R O
Cooper's Falls	Ontario, N R O
Copenhagen	Elgin, E R O
Copetown	Wentworth, N R O
Copleston	Lambton O
Corberrie	Digby N S
Corbett	Middlesex, N R O
Corbin	Huntingdon Q
Corinth	Elgin, E R O
Cork Station	York N B
Cornell	Oxford, S R O
Corn Hill	King's N B
Corner of the Beach	Gaspé Q
**Cornwall*	Cornwall O
Cornwall Centre	Cornwall O
Cornwall	Queen's P E I
Corseley	Elgin, W R O
Corunna	Lambton O
Corwhin	Wellington, S R. O
Côteau du Lac	Soulanges Q
Côteau Landing	Soulanges Q
Côteau Station	Soulanges Q
Côte des Neiges	Hochelaga Q
Côte St. Antoine	Hochelaga Q
Côte St Michel	Hochelaga Q
Côte St. Paul	Hochelaga Q
Côte St. Louis	Hochelaga Q
Côte Visitation	Hochelaga Q
Cotswold	Wellington, N R. O
Cottam	Essex O
Coulson	Simcoe, N R O
County Line	Queen's P E I
Courtland	Norfolk, N R O
Courtright	Lambton O
Covehead	Queen's P E I
Covehead Road	Queen's P E I
Coventry	Cardwell O
Coverdale	Albert N B
Coverley	Grey, S R O
Covey Hill	Huntingdon Q
Cowal	Elgin, W R O
Cowansville	Missisquoi Q
Cow Bay	Cape Breton N S
Cowichan	Vancouver B C
Coxheath	Cape Breton N S
Cox's Point	Queen's N B
Contrecoeur	Verchères Q
Conway	Lennox O
Cook's Brook	Halifax N S
Cook's Cove	Guysborough N S
Cook's Creek	Lisgar M
Cookshire	Compton Q
**Cookstown*	Simcoe, S R O
Cookville	Peel O
Cookville	Westmoreland, N B
Cooper	Hastings, N R O
Cooper's Falls	Ontario, N R O
Copenhagen	Elgin, E R O
Copetown	Wentworth, N R O
Copleston	Lambton O
Corberrie	Digby N S
Corbett	Middlesex, N R O
Corbin	Huntingdon Q
Corinth	Elgin, E R O
Cork Station	York N B
Cornell	Oxford, S R O
Corn Hill	King's N B
Corner of the Beach	Gaspé Q
**Cornwall*	Cornwall O
Cornwall Centre	Cornwall O
Cornwall	Queen's P E I
Corseley	Elgin, W R O
Corunna	Lambton O
Corwhin	Wellington, S R. O
Côteau du Lac	Soulanges Q
Côteau Landing	Soulanges Q
Côteau Station	Soulanges Q
Côte des Neiges	Hochelaga Q
Côte St. Antoine	Hochelaga Q
Côte St Michel	Hochelaga Q
Côte St. Paul	Hochelaga Q
Côte St. Louis	Hochelaga Q
Côte Visitation	Hochelaga Q
Cotswold	Wellington, N R. O
Cottam	Essex O
Coulson	Simcoe, N R O
County Line	Queen's P E I
Courtland	Norfolk, N R O
Courtright	Lambton O
Covehead	Queen's P E I
Covehead Road	Queen's P E I
Coventry	Cardwell O
Coverdale	Albert N B
Coverley	Grey, S R O
Covey Hill	Huntingdon Q
Cowal	Elgin, W R O
Cowansville	Missisquoi Q
Cow Bay	Cape Breton N S
Cowichan	Vancouver B C
Coxheath	Cape Breton N S
Cox's Point	Queen's N B
Craigleith	Grey, E R O
Craigsholme	Wellington, C R. O
Craig Road Station	Lévis Q
Craigvale	Simcoe, S R O
Cranbourne	Dorchester Q
Cranbrook	Huron, C R O
Cranston	Haldimand O
Cranworth	Leeds, S R O
Crapaud	Queen's P E I
Crathie	Middlesex, N R O
Crawford	Grey, S R O
Credit	Peel O
Crediton	Huron, S R O
Creek Bank	Wellington, C R O
Creek Town	Simcoe, N R O
**Creemore*	Simcoe, N R O
Creighton	Simcoe, N R O
Cressy	Prince Edward O
Crieff	Wellington, S R O
Crinan	Elgin, W R O
Cripplegate	Muskoka O
Crofton	Prince Edward O
Cromarty	Perth, S R O
Crosshill	Waterloo, N R O
Cross Lake	Keewatin
Crossland	Simcoe, N R O
Crosspoint	Bonaventure Q
Cross Rds., Cy. Har.	Guysborough N S
Cross Rds., M. Mel'd	Guysborough N S
Cross Roads, Ohio	Antigonishe N S
Cross Rds., St.G.Chl.	Richmond N S
Crowell	Shelburne N S
Crow Harbour	Guysborough N S
Crowland	Welland O
Crown Hill	Simcoe, N R O
Croydon	Addington O
Cruickshank	Gr y, N R O
Crumlin	Middlesex, E R O
Crysler	Stormont O
Crystal City	Marquette M
Culloden	Oxford, S R O
Culloden	Digby N S
Cultus	Norfolk, S R O
Cumberland	Russell O
Cumberland Bay	Queen's N B
Cumberland Mills	Beauce Q
Cumberland Point	Queen's N B
Cumming's Bridge	Rupell O
Cumming's Cove	Charlotte N B
Cumminsville	Halton O
Cumnock	Wellington, C R. O
Curran	Prescott O
Currie's Crossing	Oxford, S R O
Curry Hill	Glengarry O
Curryville	Albert N B
Cushing	Argenteuil Q
Cyprus	Muskoka O
Dacre	Renfrew, S R O
Daillebout	Joliette Q
Dale	Durham, E R O
Dalesville	Argenteuil Q
Dalhousie	Restigouche N B
Dalhousie, East	King's N S
Dalhousie Mills	Glengarry O
Dalhousie Road	Lunenburg N S
Dalhousie Settlem't.	Pictou N S
Daliblaire	Rimouski Q
Dalkeith	Glengarry O
Dalling	Shefford Q
Dalrymple	Victoria, N R O
Dalston	Simcoe, N R O
Damascus	Wellington, N R O
Danby	Drummond Q
Danford Lake	Pontiac Q
Danforth	York, E R O
Daniel	Queen's N B
**Danville*	Richmond Q
D'Arcy	Frontenac O
Darlington	Queen's P E I
Darnley	Prince P E I
Darrell	Kent O
Dartford	Northumb., E R. O
Dartmoor	Victoria, N R O
Dartmouth	Halifax N S
Dashwood	Huron, S R O
D'Auteuil	Arthabaska Q
Davenport	York, W R O
Davison Street	King's N S
Davisville	York, E R O
Dawn Mills	Bothwell O
Dawson	Russell O
Dawson Settlement	Albert N B
Dayton	York, W R O
Daywood	Grey, N R O
Dealtown	Kent O
Dean	Halifax N S
Deans	Haldimand O
Debeck	Carleton N B
Debert Station	Colchester N S
Debert Village	Colch ster N S
De Cewsville	Haldimand O
Deebank	Muskoka O
Deep Brook	Annapolis N S
Deerdock	Addington O
Deerfield	Yarmouth N S
Deerhurst	Simcoe, S R O
Deer Park	York, E R O
De Lisle	Bonaventure Q
De Ramsay	Joliette Q
Derby	Northumberl'd N B
Derrynane	Wellington, N R O
Derryville	Ontario, N R O
Derry, West	Peel O
Derwent	Middlesex, E R O
De Sable	Queen's P E I
Desboro'	Grey, N R O
Deschambault	Portneuf Q
Desert Lake	Addington O
Desmond	Addington O
Deux Rivières	Dist. of Nipissing O
Devil's Creek	Peterboro', E R O
Devizes	Middlesex, E R O
Dewittville	Huntingdon Q
Dexter	Elgin, E R O
Diamond	Carleton O
Dickens	Leeds, S R O
Dickinson's Landing	Stormont O
Digby	Digby N S
Dillmton	Brome Q
Dingwall	Bruce, S R O
Dipper Harbour	St. John N B
Discouse	Richmond N S
Dixie	Peel O
Dixson	Stormont O
Dixon's Corners	Dundas O
Dixon's Point	Kent N B
Dixville	S anstead Q
Doaktown	Northumb N B
Dobbinton	Bruce, N R O
Doctor's Brook	Antigonishe N S
Doctor's Cove	Shelburne N S
Doe Lake	Muskoka O
Doherty	Sunbury N B
Doherty's Mills	Kent N B
Dog Creek	Cariboo B C
Dollar	York, E R O
Domaine de Gentilly	Nicolet Q
Dominionville	Glengarry O
Don	York, E R O
Don aster	York, E R O
Donegal	Perth, N R O
Donegal	King's N B
Don Mount	York, E R O
Doon	Waterloo, S R O
Dorchester	Westmoreland N B
Dorchester Crossing	Westmoreland, N B
Dorchester Station	Middlesex, E R O
Dorking	Wellington, N R O
Dorset	Peterboro, E R O
Dorland	Lennox O
Dorval	Jacques Cartier Q
Douglas	Renfrew, N R O
Douglas	York N B
Douglas	Antigonishe N S
Douglas Harbour	Queen's N B
Douglastown	Gaspé Q
Douglastown	Northumb N B
Dover	Westmoreland N B
Dover, South	Kent O
Dover, West	Halifax N S
Downeyville	Victoria, S R O
Downsview	York, W R O
Doyle	Pontiac Q
Doyle Settlement	Restigouche N B
Drayton	Wellington, C R. O
**Dresden*	Bothwell O
Drew	Wellington, N R O
Dromore	Grey, S R O
Dromore	Queen's P E I
Drum	Durham, E R O
Drumbo	Oxford, N R O
**Drummondville, E.*	Drummond Q
**Drummondville, W.*	Welland O
Drumquin	Halton O
Drysdale	Huron, S R O
Duart	Bothwell O
Dublin	Perth, S R O
Dublin Shore	Lunenburg N S
Duck and Pringle	Yale B C
Dudswell Centre	Wolfe Q
Dufferin Bridge	Muskoka O
Dumbarton Station	Charlotte N B
Dumblane	Bruce, N R O
Dumfries	York N B
Dunany	Argenteuil Q
Dunbar	Dundas O
Dunbarton	Ontario, S R O
Dunboro'	Missisquoi Q
Duncan	Grey, E R O
Duncan	Lunenburg N S
Dunchurch	Muskoka O
Duncrief	Middlesex, N R O
**Dundalk Station*	Grey, E R O
**Dundas*	Wentworth, N R O
Dundas	King's P E I
Dundee	Huntingdon Q
Dundee	Restigouche N B
Dundee	Lisgar M
Dundee Centre	Huntingdon Q
Dundela	Dundas O
Dundonald	Northumb., E R O
Dunedin	Simcoe, N R O
**Dungannon*	Huron, N R O
Dungiven	Westmoreland N B
Dunham	Missisquoi Q
Dunkeld	Bruce, S R O
Dunmore	Antigonishe N S
Dunvegan	Glengarry O
**Dunnville*	Monck O
Dunphy	Northumb N B
Dunraven	Pontiac Q
Dunrobin	Carleton O
Dunsford	Victoria, S R O
Duntroon	Simcoe, N R O
Dupey's Corner	Westmoreland N B
**Durham*	Grey, S R O
Durham	Pictou N S
Dutch Village	Halifax N S
Dutton Station	Elgin, W R O
Dwight	Muskoka O
Dwyer Hill	Carleton O
Dynevor	Lisgar M
Eagle	Elgin, W R O
Eagle Lake	Peterboro', E R O
Eamer's Corners	Cornwall O
Eardley	Ottawa Q
Earltown	Colchester N S
East Arthabaska	Arthabaska Q
East Baltic	King's P E I
East Bay	Cape Breton N S
East Bay, N. Side	Cape Breton N S
East Bolton	Brome Q
East Broughton	Beauce Q
East Chebogue	Yarmouth N S
East Clifton	Compton Q
East Dudswell	Wolfe Q
East Dunham	Missisquoi Q
Eastern Harbour	Inverness N S
East Farnham	Brome Q
East Folly Mountain	Colchester N S
East Hawkesbury	Prescott O
East Hereford	Compton Q
East Jeddore	Halifax N S
East Magdala	Megantic Q
East Margaree	Inverness N S
Eastman's Springs	Russell O
East New Annan	Colchester N S
Easton's Corners	Grenville, N R O
East Oro	Simcoe, N R O
East Point	King's P E I
East Port Medway	Queen's N S
East River	Lunenburg N S
East River St Mary's	Pictou N S
East Scotch Sett.	King's N B
E side Pub. Harbour	Yarmouth N S
E side Ragged Isla'd	Shelburne N S
East Templeton	Ottawa Q
Eastville	Colchester N S
East Williamsburgh	Dundas O
Eastwood	Oxford, S R O
Eaton	Compton Q
Echo River	Algoma O
Echo Vale	Compton Q
Economy	Colchester N S
Ecum Secum	Guysborough N S
Eddystone	Northumb., W R. O
Eden	Elgin, E R O
Eden	N. W. Territories.
Eden Dale	Argenteuil Q
Eden Grove	Bruce, S R O
Eden Mills	Wellington, S R O
Elgar	Simcoe, N R O
Edgeley	York, W R O
Edgett's Landing	Albert N B
Edgeworth	Kent O
Edgington	Muskoka O
Edina	Argenteuil Q
Edmonton	Peel O
Edmonton	N W. Territories
Edmundston	Victoria N B
Edwardsville	Perth, N R O
Eel Brook	Yarmouth N S
Eel Creek	Cumberland N S
Eel Lake	Yarmouth N S
Eel River	Restigouche N B
Effingham	Monck O
Eganville	Renfrew, S R O
Egbert	Simcoe, S R O
Egerton	Wellington, N R. O
Eglington	York, E R O
Egmondville	Huron, C R O
Egmont Bay	Prince P E I
Egremont	Grey, S R O
Egypte	Shefford Q
Big Mountain	Antigonishe N S
Elba	Cardwell O
Elcho	Monck O
Elder	Cardwell O
Elder's Mills	York, W R O
Eldon Station	Victoria, N R O
Eldorado	Hastings, N R O
Elfrida	Wentworth, S R. O
Elgin	Leeds, S R O
Elgin	Picton N S
Elgin	Albert N B
Elginburg	Frontenac O
Elginfield	Middlesex, E R O
Elgin Road	L'Islet Q
Elgin Road	Albert B
Elia	York, W R O
Elimville	Huron, S R O
Elizabethville	Durham, E R O
Elliston	Norfolk, N R O
Ellengowan	Bruce, S R O
Ellershouse	Hants N S
Ellesmere	York, E R O
Elliott	Lanark, S R O
Elliott's Mills	Queen's P E I
Ellisville	Leeds, S R O
Elm	Carleton O
Elmbank	Peel O
Elmgrove	Simcoe, S R O
**Elmira*	Waterloo, N R O
Elmsdale	Hants N S
Elmsdale	Prince P E I
Elmsville	Charlotte N B
Elmvale	Simcoe, N R O
Elmwood	Bruce, S R O
Elmwood	King's N B
**Elora*	Wellington, C R. O
Elphin	Lanark, N R O
Elsinore	Bruce, N R O
Ely	Muskoka O
Emberson	Muskoka O
**Embro*	Oxford, N R O
Embrun	Russell O
Emerald	Lennox O
Emerson	Provencher M
Emigrant Road	Westmoreland N B
Emigrant Settlem't.	Westmoreland N B
Emmett	Renfrew, N R O
Emsdale	Muskoka O
Emyvale	Queen's P E I
Enfield	Durham, W R O
Enfield	Hants N S
English Corner	Halifax N S
English Settlement	King's N B
English Town	Victoria N S
Enniskillen	Durham, W R O
Enni-killen Station	Queen's N B
Ennismore	Peterboro', W R. O
Enon	Cape Breton N S
Enterprise	Addington O
Epping	Grey, E R O
Epsom	Ontario, N R O
Eramosa	Wellington, S R. O
Erbsville	Waterloo, N R O
Erie	Haldimand O
**Erin*	Wellington, S R. O
Erinsville	Addington O
Erinville	Guysboro' N S
Erle	Wolfe Q
Ernestown Station	Lennox O
Erroll	Lambton O
Escott	Leeds, S R O
Escuminac	Bonaventure Q
Escuminac	Northumb N B
Esdraelon	Carleton N B
Eskasoni	Cape Breton N S
Eskdale	Bruce, N R O
Esquesing	Halton O
Esquimalt	Victoria B C
Esquimaux Point	Saguenay Q
Essex Centre	Essex O
Etang du Nord	Gaspé Q
Etchemin	Levis Q
Ethel	Huron, C R. O
Etna	King's N S
Ettrick	Middlesex, E R O
Eugenia	Grey, E R O
Evangeline	Drummond Q
Evelyn	Middlesex, E R. O
Everett	Simcoe, S R O
Eversley	York, N R O
Everton	Wellington, S R. O
**Exeter*	Huron, S R O
Factory Dale	King's N S
Fafard	Lotbinière Q
Fairbank	York, W R O
Fairfield	Kent O
Fairfield	King's P E I
Fairfield, East	Brockville O
Fairfield	St. John N B
Fairfield Plain	Brant, S R O
Fairhaven	Charlotte N B
Fairholme	Muskoka O
Fairmount	Grey, E R O
Fairview	Perth, S R O
Fair Valley	Simcoe, N R O
Fairville	St John N B
Falding	Muskoka O
Falkenburg	Muskoka O
Falkirk	Middlesex, N R. O
Falkland	Brant, S R O
Falkland	Halifax N S
Fallbrook	Lanark, S R O
Fallowfield	Carleton O
Falmouth	Hants N S
Falmouth, Winsor Br	Hants N S
Faraday	Hastings, N R O
Farmerston	Carleton N B
Farmersville	Leeds, S R O
Farmington	Wellington, N R O
Farmington	King's P E I
Farnboro'	Brome Q
Farndon	Missisquoi Q
Farnham Centre	Brome Q
Farquhar	Huron, S R O
Farran's Point	Stormont O
Father Point	Rimouski Q
Fawcett Hill	Westmoreland N B
Fawkham	Ontario, N R O
Fawn	Ontario, N R O
Fellows	Lennox O
Fennell's	Simcoe, S R O
Fenaghvale	Prescott O
Fenella	Northumb., W R. O
**Fenelon Falls*	Victoria, N R O
Fenwick	Monck O
Fenwick	King's N B
Fenwick	Cumberland N S
**Fergus*	Wellington, C R. O
Ferguson's Falls	Lanark, S R O
Fergusonville	Simcoe, N R O
Fermoy	Addington O
Fernetville	Berthier Q
Fernhill	Middlesex, N R. O
Ferris	Queen's N B
Ferryville	Carleton N B
Fesserton	Simcoe, N R O
Fetherston	Muskoka O
Feversham	Grey, E R O
Fifteen Point	Prince P E I
**Fingal*	Elgin, W R O
Fintona	Cardwell O
Fish Creek	Perth, S R O
Fisherville	Haldimand O
Fitch Bay	Stanstead Q
Fitzgerald Station	Prince P E I
Fitzroy Harbour	Carleton O
Five Islands	Colchester N S
Five Mile River	Hants N S
Flatlands	Restigouche N B
Flat River	Queen's P E I
Fleetwood	Durham E R O
**Flesherton*	Grey, E R O
Flesherton Station	Grey, E R O
Fletcher	Kent O
Fletcher's Station	Halifax N S
Fleuriant	Bonaventure Q
Flinton	Addington O
Flolden	Richmond Q
Floradale	Waterloo, N R O
Florence	Bothwell O
Florenceville	Carleton N B
Florenceville, East	Carleton N B
Flowers' Cove	Queen's N B
Foley	Ontario, S R O
Folly Lake	Colchester N S
Folly Mountain	Colchester N S
Folly Village	Colchester N S
Fontenoy	Richmond Q
**Fonthill*	Mouck O
Forbes	Colchester N S
Fordwich	Huron, N R O
Fordyce	Huron, N R O
**Forest*	Lambton O
Forester's Falls	Renfrew, N R O
Forest Hill	King's P E I
Forest Mills	Lennox O
Foreston	Carleton N B
Forestville	Norfolk, S R O
Forfar	Leeds, S R O
Forks	Queen's N B
Forks, Baddeck	Victoria N S
Formosa	Bruce, S R O
Fort Coulonge	Pontiac Q
Fort Augustus	Queen's P E I
Fort Edmonton	N W. Territories
Fort Ellice	N. W. Territories.
**Fort Erie*	Welland O
Fort Frances	Keewatin
Forties Settlement	Lunenburg N S
Fort William	Algoma O
Fort William	Pontiac Q
Fort Saskatchewan	N. W. Territories.
Foster	Brome Q
Foster's	Lunenburg N S
Foster's Cove	Victoria N B
Fouchie	Richmond N S
Four Mile House	Halifax N S
Fournier	Prescott O
Fowler's Corners	Peterboro' WR O
Foxboro'	Hastings, E R O
Fox Bay	Gaspé Q
Fox Creek	Westmoreland N B
Fox Harbour	Cumberland N S
Foxmead	Simcoe, N R O
Foxton	Lisgar M
Fox River	Gaspé Q
Fox River	Cumberland N S
Framboise	Richmond N S
Frampton	Dorchester Q
Frankford	Hastings, W R O
Frank Hill	Victoria, S R O
Franklin	Durham, E R O
Franklin Centre	Huntingdon Q
Franktown	Lanark, S R O
Frankville	Leeds, N R O
Fraser's Grant	Antigonishe N S
Frazerville	Peterboro', W R. O
Fredericton	York N B
Fredericton Junction	Sunbury N B
Fredericton Road	Westmoreland N B
Fredericton Station	Queen's P E I
Freelton	Wentworth, N R. O
Freeman	Hal on O
Freeport	Waterloo, S R O
Freetown	Prince P E I
Freiburg	Waterloo, N R O
**Prelighsburg*	Missisquoi Q
French Lake	Sunbury N B
French River	Pictou N S
French River	Queen's P E I
French Road	Cape Breton N S
Frenchvale	Cape Breton N S
French Village	Drummond Q
French Village	Queen's P E I
French Village	King's N B
French Village	Halifax N S
Frome	Elgin, W R O
Frontier	Huntingdon Q
Frost Village	Shefford Q
Fulford	Brome Q
Fullarton	Perth, S R O
Fuller	Hastings, N R O
Fulton	Lenox O
Gaberouse	Cape Breton N S
Gad's Hill	Perth, N R O
Gagetown	Queen's N B
Gailey	Kent N B
Galbraith	Lanark, N R O
Galetta	Carleton O
Gallingertown	Stormont O
**Galt*	Waterloo, S R O
Gambridge	Ontario, N R O
**Gananoque*	Leeds, S R O
**Garafraxa*	Wellington, C R. O
Garden Hill	Durham, E R O
Garden Island	Frontenac O
Garden of Eden	Pictou N S
Garden River	Algoma O
Gardiner Mines	Cape Breton N S
Gardner's Creek	St. John N B
Garneau	L'Islet Q
Garnet	Haldimand O
Garnet	St. John N B
Garrison Road	Welland O
Garthby Station	Wolfe Q
Gaspé Basin	Gaspé Q
Gaspereaux	King's P E I
Gaspereaux	Queen's N B
Gaspereaux	King's N S
Gaspereaux Station	Queen's N B
Gavelton	Yarmouth N S
Gay's River	Colchester N S
Gay's River Road	Halifax N S
Geary	Peterboro, E R O
Gelert	Argenteuil Q
Geneva	Argenteuil Q
Genoa	Argenteuil Q
Gentilly	Nicolet Q
George's River	Cape Breton N S
Georgetown	King's P E I
**Georgetown*	Halton O
Georgeville	Stanstead Q
**Georgina*	York, N R O
Geraldine	Huntingdon Q
German Mills	Waterloo, S R O
Germantown	Albert N B
Gesto	Essex O
Getson's Point	Lunenburg N S
Giant's Lake	Guysborough N S
Gibraltar	Grey, E R O
Gibson	Simcoe, N R O
Gilbert Cove	Digby N S
Gilbert's Mills	Prince Edward O
Gilford	Simcoe, S R O
Gill	Haldimand O
Gillies Hill	Bruce, N R O
Gillies Lake	Cape Breton N S
Gillies Point	Victoria N S
Gimli	Lake K
Gladstone	Middlesex, E R. O
Gladstone	Marquette M
Glammis	Bruce, S R O
Glamorgan	Durham, E R O
Glanford	Wentworth, S R. O
Glanmire	Hastings, N R O
Glanworth	Middlesex, E R O
Glascott	Grey, S R O
Glasgow	Ontario, N R O
Glassville	Carleton N B
Glastonbury	Addington O
**Glen Allan*	Wellington, C R. O
Glen Alpine	Antigonishe N S
Glen Anglin	Gloucester N B
Glenannan	Huron, N R O
Glenarm	Victoria, N R O
Glen Buell	Brockville O
Glenburnie	Frontenac O
Glencairn	Simcoe, S R O
Glencoe	Middlesex, W R, O
Glen Colin	Elgin, E R O
Glen Donald	Glengarry O
Glen Dower	Addington O
Glendale	Inverness N S
Gleneden	Grey, S R O
Glenelg	Guysboro' N S
Glenfanning	King's P E I
Glengarry Station	Pictou N S
Glen Gordon	Glengarry O
Glen Huron	Simcoe, N R O
Glenila	Muskoka O
Glenlivet	Ottawa Q
Glen Lloyd	Megantic Q
Glen Major	Ontario, N R O
Glen Margaret	Halifax N S
Glen Meyer	Norfolk, S R O
Glen Morris	Brant, N R O
Glen Murray	Megantic Q
Glennevis	Glengarry O
Glen Norman	Glengarry O
Glenora	Cariboo B C
Glen Orchard	Muskoka O
Glen Porter	Co. Nrtbumbrl'd, N B
Glen Road	Antigonishe N S
Glen Robertson	Glengarry O
Glenroy	Glengarry O
Glen Sandfield	Glengarry O
Glen Oak	Middlesex, W R, O
Glenshee	Norfolk, S R O
Glenshee	Pictou N S
Glen Smail	Grenville, S R O
Glen Stewart	Dundas O
Glen Sutton	Brome Q
Glen Tay	Lanark, S R O
Glenvale	Frontenac O
Glen Walker	Middlesex, W.R. O
Glen Walter	Glengarry O
Glen Williams	Halton O
Glen Willow	Middlesex, W R, O
Glenwood	Yarmouth N S
Glidden	Compton Q
Goble's Corners	Oxford, N R O
Godbout	Saguenay Q
**Goderich*	Huron, C R O
Godfrey	Addington O
Goff	Halifax N S
Golden Grove	St. John N B

NAME OF POST OFFICE.	ELECTORAL DISTRICT AND PROVINCE.
Hanover	Grey, S R. O
Hansford	Cumberland N S
Hantsport	Hants N S
Hanwell	York N B
Harbour au Bouche	Antigonishe N S
Harbour Road	Antigonishe N S
Harbourville	King's N S
Harcourt	Renfrew, S R O
Hardinge	Addington O
Hardingville	St. John N B
Hardwicke	Northumb N B
Hardwood Lands	Hants N S
Harewood	Westmoreland N B
Harkaway	Grey, E R O
Harlem	Leeds, S R O
Harley	Brant, S R O
Harley Road	Queen's N B
Harlock	Huron, C R O
Harlowe	Addington O
Harmony	King's N S
Harmony	Perth S R O
Harmony Mills	Queen's N S
Harold	Hastings, N R O
Harper	Lanark, S R O
Harpley	Huron, S R O
Harrietsville	Middlesex, E R O
Harrigan Cove	Halifax N S
Harrington, East	Argenteuil Q
Harrington, West	Oxford, N R O
Harrisburg	Brant, N R O
Harrison's Corners	Cornwall O
Harriston	Wellington, N R, O
Harrow	Essex O
Harrowsmith	Addington O
Hartford	Norfolk, N R O
Hartford	Cumberland N S
Hartington	Addington O
Hartland	Carleton N B
Hartley	Victoria, N R O
Hartman	York, N R O
Hart's Mills	Sunbury N B
Hartsville	Queen's P E I
Hartwell	Ottawa Q
Harvey	Albert N B
Harvey Creek	Cariboo B C
Harvey Station	York N B
Harvey Hill Mines	Megantic Q
Harwich	Kent O
Harwich Centre	Kent O
Harwood	Northumb'd, WR, O
Haseville	Missisquoi Q
Hastings	Peterboro', E R O
Hastings	Cumberland N S
Hastings	Albert N B
Halley	Stanstead Q
Haultain	Peterboro', E R O
Havelock	Peterboro', E R O
Havelock	Digby N S
Hawkesbury	Prescott O
Hawkestone	Simcoe, N R O
Hawkesville	Waterloo, N R O
Hawley	Lennox O
Hawthorne	Russell O
Hawtrey	Oxford, S R O
Hay	Huron, S R O
Hay Bay	Lennox O
Haydon	Durham, W R O
Hayesland	Wentworth, N R, O
Hay's River	Inverness N S
Haysville	Waterloo, S R O
Hayward's Falls	Grey, S R O
Hazel Grove	Queen's P E I
Hazel lean	N. W. Territories.
Hazledean	Carleton O
Headford	York, E R O
Headingly	Selkirk M
Head Lake	Victoria, N R O
Head of Amherst	Cumberland N S
Head of Chezzetcook	Halifax N S
Head Ind. Har. Lake	Guysborough N S
Head of Jeddore	Halifax N S
Head of Jordan River	Shelburne N S
H. St. Margaret's Bay	Halifax N S
H. of St. Mary's Bay	Digby N S
Head St. Peter's Bay	King's P E I
H. South River Lake	Antigonishe N S
H. Tatamagouche B.	Colchester N S
Head of Tide	Restigouche N B
Head of Wallace Bay	Cumberland N S
H. Wallace B. (N. Side)	Cumberland N S
Heather	Lambton O
Heatherton	Antigonishe N S
Heathcote	Grey, E R O
Hebb's Cross	Lunenburg N S
Hebron	Albert N B
Hebron	Yarmouth N S
Heckston	Grenville, N R O
Hedleyville	Quebec Q
Heidelburg	Waterloo, N R O
Helena	Huntingdon Q
Hemford	Lunenburg N S
Hemison	Dorchester Q
Hemmingford	Huntingdon Q
Henderson	Essex O
Henderson Settlem't	Queen's N B
Henderson Settlem't	Cumberland N S
Henfryn	Huron, C R O
Hendrick	Middlesex, W R. O
Hennigar	Hants N S
Henry	Prescott O
Henrysburg	St. John's Q
Henryville	Iberville Q
Hensall	Huron, S'R O
Hepworth	Grey, N R O
Herdman	Huntingdon Q
Hereford	Compton Q
Hereward	Wellington, C R, O
Hermon	Hastings, N R O
Heron Island	Restigouche N B
Herring Cove	Halifax N S
Hespeler	Waterloo, S R O
Heyworth	Ottawa Q
Hiawatha	Peterboro', E R, O
Hibernia	Queen's N B
Higgins' Road	Prince P E I
High Bluff	Marquette M
Highbury	King's N. S
High Falls	Renfrew, S R O
Highfield	York, W R O
Highfield	Hants N S
Highgate	Bethwell O
Highland Creek	York, E R O
Highland Village	Colchester N S
Highlands	Carleton N B
Highbotham	Wellington, N R. O
Hillier	Prince Edward O
Hillsborough	Lambton O
Hillsborough	Inverness N S
Hillsborough	Albert N B
Hillsburgh	Wellington, S R, O
Hillsdale	Simcoe, N R O
Hillsdale	King's N B
Hill's Green	Huron, S R O
Hillside	Cape Breton N S
Hillside	Albert N B
Hilly Grove	Algoma O
Hilton	Northumb'd, E R, O
Hinch	Addington O
Hintonburg	Carleton O
Hiram	Albert N. B
Hoadley	Dundas O
Hoath Head	Grey, N R O
Hochelaga	Hochelaga Q
Hockley	Cardwell O
Hobart	Simcoe, N. R O
Holland Harbour	Guysboro N. S
Hodson	Pictou N S
Hodbrook	Oxford, S R O

NAME OF POST OFFICE.	ELECTORAL DISTRICT AND PROVINCE.
Holderville	King's N B
Holland Landing	York, N R O
Hollen	Wellington, N R, O
Holly	Simcoe, S R O
Holly Park	York, N R O
Holmes' Mills	Queen's P E I
Holmesville,	Carleton N B
Holmesville	Huron, S R O
Holstein	Grey, S R O
Holt	York, N R O
Holyrood	Bruce, S R O
Homer	Lincoln O
Honeywood	Simcoe, S R O
Hoodstown	Muskoka O
Hope	Yale B C
Hope Bay	Bruce, N R O
Hopefield	Renfrew, S R O
Hope River	Queen's P E I
Hopetown	Lanark, N R O
Hopetown	Bonaventure Q
Hopeville	Grey, E R O
Hopewell	Albert N B
Hopewell	Pictou N S
Hopewell Cape	Albert N B
Hopewell Corner	Albert N B
Hopewell Hill	Albert N B
Hopper	Albert N B
Hornby	Halton O
Horning's Mills	Grey. E R O
Hornsey	Cumberland N S
Horse Shoe Bridge	Peterboro', E R, O
Horton Landing	King's N S
Hotspur	Peterboro, E R. O
Houghton	Norfolk, S R O
House Harbour	Gaspé Q
Housey's Rapids	Muskoka O
Howe Island	Frontenac Q
Howick	Chateauguay Q
Hoyt Station	Sunbury N B
Hubbard's Cove	Halifax N S
Hudson	Vaudreuil Q
Hull	Ottawa Q
Humber	York, W R O
Humberstone	Wel'and O
Hunter's Home	Queen's N B
Hunter's Mountain	Victoria N S
Hunter's River	Queen's P E I
Hunterstown	Maskinongé Q
Huntingdon	Huntingdon Q
Huntingville	Sherbrooke Q
Huntley	Carleton O
Hunt's Point	Queen's N S
Huntsville	Muskoka O
Hurdman's Bridge	Russell O
Hurdville	Muskoka O
Husavick	East Lake K
Huston	Wellington, N R, O
Huttonsville	Peel O
Hybla	Hastings, N. R O
Hyde Park Corner	Middlesex, E R O
Ida	Durham, E R O
Ida	Queen's N B
Ilderton	Middlesex, E R. O
Ilfracombe	Muskoka O
Indian Brook	Victoria N S
Indian Harbour	Halifax N S
Indian Island	Charlotte N B
Indian Mountain	Westmoreland, N B
Indian Point	Lunenburg N S
Indian River	Peterboro', S R, O
Indian River	Prince P E I
Indian Town	St. John N B
Ingersoll	Oxford, S R O
Inglisville	Annapolis N S
Ingoldsby	Peterboro', E R, O
Ingonish	Victoria N S
Ingram River	Halifax N S
Inistioge	Grey, E R O
Inkerman	Dundas O
Innerkip	Oxford, N R O
Innisfil	Simcoe, S R O
Innisville	Lanark, S R O
Internat'nal Bridge	Welland O
Intervale	Westmoreland, N B
Inverary	Frontenac O
Inverhaugh	Wellington, C R. O
Inverhuron	Bruce, N R O
Invermay	Bruce, N R O
Inverness	Megantic Q
Inverness	Prince P E I
Inwood	Lambton O
Iona	Elgin, W R O
Iona Station	Elgin, W R O
Irena	Dundas O
Irish Cove	Cape Breton N S
Irishtown	Westmoreland, N B
Iron Hill	Brome Q
Ironside	Ottawa Q
Iroquois	Dundas O
Irving	Megantic Q
Irving Settlement	Albert N B
Isaac's Harbour	Guysboro' N S
Isaac's Har. (E. Side)	Guysboro' N S
Island Brook	Compton Q
Islay	Victoria, N R O
Isle aux Coudres	Charlevoix Q
Isle aux Grues	Montmagny Q
Isle Bizard	Jacques Cartier Q
Isle Dupas	Berthier Q
Isle Perrot	Vaudreuil Q
Isle Perrot, nord	Vaudreuil Q
Isle Verte	Temiscouata Q
Islington	York, W R O
Ivan	Middlesex, N R. O
Ivanhoe	Hastings, N R O
Ivy	Simcoe, S R O
Jackson	Cumberland N S
Jackson	Grey, N R O
Jackson Road	King's N S
Jacksontown	Carleton N B
Jacksonville	Carleton N B
Jacksonville	Cape Breton N S
Jaffa	Elgin, E R O
James River	Antigonishe N S
Jamestown	Huron, C R O
Janetville	Durham, E R O
Janeville	Gloucester N B
Jarratt's Corners	Simcoe, N R O
Jarvis	Haldimand O
Jasper	Grenville, N R. O
Jeffry	King's N B
Jemseg	Queen's N B
Jenkins	Queen's N B
Jersey, R. Chaudière	Beauce Q
Jerseyville	Wentworth, S R, O
Jobin Station	Beauce Q
Jock Vale	Carleton O
Joggin Bridge	Digby N S
Joggin Mines	Cumberland N S
Johnson	Grey, N R O
Johnson's Mills	Huron, S R O
Johnson's Mills	Westmoreland. N B
Johnston's River	Queen's P E I
Johnston	Queen's N B
Johnville	Compton Q
Johnville	Carleton N B
Jolicure	Westmoreland, N B
Joliette	Joliette Q
Jones Falls	Leeds, S R O
Jonquières	Chicoutimi Q
Jordan	Lincoln O
Jordan Bay	Shelburne N S
Jordan Station	Lincoln O
Joynt	Ottawa Q
Juddhaven	Muskoka O
Judique	Inverness N S
Jura	Lambton O
Juvenile Settlement	Sunbury N B

NAME OF POST OFFICE.	ELECTORAL DISTRICT AND PROVINCE.
Kagawong	Algoma O
Kaladar	Addington O
Kamloops	Yale B C
Kamouraska	Kamouraska Q
Kars	Carleton O
Kars	King's N B
Katevale	Stanstead Q
Katrine	Muskoka O
Kazubazua	Ottawa Q
Kay Settlement	Westmoreland, N B
Keady	Grey, N R O
Kearney	Muskoka O
Keats	Westmoreland N B
Keatsville	Muskoka O
Keenansville	Cardwell O
Keene	Peterboro', E R, O
Keith	Compton Q
Kelly's Cross	Queen's P E I
Kelly's Cove	Yarmouth N S
Kelso	Huntingdon Q
Kelvin	Norfolk, N R O
Kemble	Grey, N R O
Kempt	Queen's N S
Kempt Head	Victoria N S
Kempt Road	Richmond N S
Kempt Shore	Hants N S
Kempt Town	Colchester N S
Kemptville	Grenville, N R O
Kemptville	Yarmouth N S
Kendal	Durham, W R O
Kennaway	Peterboro'. N R O
Kennebec Line	Beauce Q
Kenilworth	Wellington, N R, O
Kenmore	Russell O
Kennetcook	Hants N S
Kennington Cove	Cape Breton N S
Kennoway	Bruce, N R O
Kerrowgare	Pictou N S
Kent Bridge	Kent O
Kentville	King's N S
Keohan	King's N B
Keppoch	Antigonishe N S
Kerrwood	Middlesex, N R, O
Kerry	Albert N B
Kerry	Prescott O
Kertch	Lambton O
Keswick	York, N R O
Keswick Ridge	York N B
Ketch Harbour	Halifax N S
Ketleby	York, N R O
Kewstoke	Inverness N S
Keyser	Middlesex, N R. O
Khiva	Huron, S R O
Kilbride	Halton O
Kilburn's Landing	Victoria N B
Kildare	Joliette Q
Kildare	Prince P E I
Kildonan	Selkirk M
Kilkenny Lake	Cape Breton N S
Killaloe	Renfrew, N R O
Killarney	Algoma O
Killean	Wellington, S R. O
Killerby	Elgin, E R O
Killyleagh	Simcoe, S R O
Kilmanagh	Peel O
Kilmarnock	Grenville, N R O
Kilmartin	Middlesex, W R. O
Kilmaurs	Carleton O
Kilsyth	Grey, N R O
Kimball	Lambton O
Kimberley	Grey, E R O
Kinburn	Carleton O
Kincardine	Bruce, S R O
Kincardine	Victoria N B
King	York, N R O
King Creek	York, N R O
Kinglake	Norfolk, S R O
Kingsbridge	Huron, N R O
Kingsbury	Richmond Q
Kingsbury	Lunenburg N S
Kingsclear	York N B
Kingsey	Drummond Q
Kingsey Falls	Drummond Q
Kingsford	Hastings, E R O
Kingsley	York N B
Kingsmere	Ottawa Q
Kingsmill	Elgin, E R O
Kingsport	King's N S
Kingston	Kingston O
Kingston	King's N B
Kingston	Kent N B
Kingston Mills	Frontenac O
Kingston Station	King's N S
Kingston Village	King's N S
Kingsville	Essex O
Kinkora	Perth, N R O
Kinloss	Bruce, S R O
Kinlough	Bruce, S R O
Kinmount	Victoria, N R O
Kinnaird	Lambton O
Kinnear's Mills	Megantic Q
Kinross	Queen's P E I
Kinsale	Ontario, S R O
Kinsman's Corners	King's N S
Kintail	Huron, N R O
Kintore	Oxford, N R O
Kintore	Victoria N B
Kippen	Huron, C R O
Kippewa	Pontiac Q
Kirby	Durham, W R O
Kirkdale	Drummond Q
Kirkfield	Victoria, N R O
Kirkhill	Glengarry O
Kirkhill	Cumberland N S
Kirkland	Carleton N B
Kirk's Ferry	Ottawa Q
Kirkton	Huron, S R O
Kirkwall	Wentworth, N R. O
Kleinburg	York, W R O
Klock's Mills	Dist. of Nipissing O
Knapdale	Middlesex, W R. O
Knatchbull	Halton O
Knowlesville	Carleton N B
Knowlton	Brome Q
Knowlton Landing	Brome Q
Knoxford	Carleton N B
Knoydart	Pictou N S
Kolbeck	Cumberland N S
Kohler	Haldimand O
Komoka	Middlesex, N R. O
Kootenay (sub)	Yale B C
Korah	Algoma O
Kossuth	Waterloo, S R. O
Kouchibougnac	Kent N B
La Baie	Yamaska Q
Laberge	Chateauguay Q
Labarre	Chicoutimi Q
La Beauce	Beauce Q
L'Acadie	St. John's Q
Lachenaie	L'Assomption Q
Lachine	Jacques Cartier Q
Lachine Rapids	Jacques Cartier Q
La Conception	Ottawa Q
Lac La Hache	Cariboo B C
Lachute	Argenteuil Q
Lac Masson	Terrebonne Q
Lac Noir	L'Islet Q
Lacolle	St. John's Q
Ladner's Landing	N. Westminster, B C
La Fayette	Bellechasse Q
Lafontaine	Simcoe, N R O
Laggan	Glengarry O
La Guerre	Huntingdon Q
La Have Cross Roads	Lunenburg N S
Lake Ainslie (w. s.)	Inverness N S
Lake Ainslie (e. s.)	Inverness N S
Lake Ainslie (s. s.)	Inverness N S
Lake Aylmer	Wolfe Q

NAME OF POST OFFICE.	ELECTORAL DISTRICT AND PROVINCE.
Lake Beauport	Quebec Q
Lake Doré	Renfrew, N R O
Lake Egmont	Halifax N S
Lake Etchemin	Dorchester Q
Lakefield	Argenteuil Q
Lakefield	King's N B
Lakefield	Peterboro', E R O
Lake George	York N B
Lake George	King's N S
Lake George	Yarmouth N S
Lakehurst	Peterboro', E R O
Lakelands	Cumberland N S
Lake Law	Inverness N S
Lakelet	Huron, N R O
Lake Opinicon	Frontenac O
Lake Paul	King's N S
Lake Road	Albert N B
Lake Road	Cumberland N S
Lakeside	Oxford, N R O
Lakeside	Marquette M
Lake Tallown	Dist. of Nipissing O
Lake Temiscaminque	Pontiac Q
Lakevale	Antigonishe N S
Lakeview	Queen's N B
Lakeview	Argenteuil Q
Lakeville	Carleton N B
Lakeville	King's N S
Lakeville Corner	Sunbury N B
Lake Weedon	Wolfe Q
L'Amable	Hastings, N R O
L'Amaroux	York, E R O
Lamartine	L'Islet Q
Lambeth	Middlesex, E R O
Lambton	Beauce Q
Lambton Mills	York, W R O
Lamlash	Grey, S R O
Lamon	Middlesex, N R. O
Lanark	Lanark, N R O
Lancaster	Glengarry Q
Lancelot	Muskoka O
Landreville	Beauharnois Q
Lands End	King's N B
Land Villa	Montmagny Q
Lanes	Huron, N R O
Lang	Peterboro', E R O
Langevin	Dorchester Q
Langford	Brant, N R O
Langille's	Lunenberg N S
Langley	N. Westm'ster, B C
Langside	Bruce, S R O
Langstaff	York, E R O
Langton	Norfolk, S R O
Lanoraie	Berthier Q
Lansdown	Leeds, S R O
L'Anse à Giles	Montmagny Q
L'Anse au Foin	Chicoutimi Q
L'Anse aux Gascons	Bonaventure Q
Lansing	York, E R O
L'Anse St. Jean	Chicoutimi Q
Lantz	Lunenburg N S
La Patrie	Compton Q
La P. R. St. Franç(sub)	Charlevoix Q
La Pigeonnière	Napierville Q
LaPlaine	Terrebonne Q
Laprairie	Laprairie Q
La Présentation	St. Hyacinthe Q
L'Ardoise	Richmond N S
Largie	Elgin, W R O
Larochelle	Megantic Q
Larry's River	Guysboro' N S
Laskay	York, N R O
L'Assomption	L'Assomption Q
La Salette	Norfolk, N R O
Laterrière	Chicoutimi Q
Latimer	Frontenac O
Latona	Grey, S R O
Lattie's Brook	Hants N S
Laurel	Wellington, N R. O
Launching Place	King's P E I
Lauzon	Lévis Q
Laval	Montmorency Q
Lavaltrie	Berthier Q
Lavant	Lanark, N R O
Lavender	Simcoe, S R O
L'Avenir	Drummond Q
Lawfield	Queen's N B
Lawrence Station	Charlotte N B
Lawrence Station	Elgin, W R O
Lawrencetown	Annapolis N S
Lawrencetown	Halifax N S
Lawrenceville	Shefford Q
Lawson	Queen's N B
Layton	Ontario, N R O
Leadbury	Huron, E R O
Leamington	Essex O
Learned Plain	Compton Q
Leaskdale	Ontario, N R O
Lebanon	Wellington, N R. O
Le Breton Flats	Carleton Q
Leclercville	Lotbinière Q
Ledge	Charlotte N B
Leeds	Megantic Q
Leeds Village	Megantic Q
Lefaivre	Prescott O
Lefroy	Simcoe, S R O
Leicester	Cumberland N S
Leinster	Lennox O
Leitches Creek	Cape Breton N S
Leith	Grey, N R O
Lemesurier	Megantic Q
Lemieux	Prescott O
Lemonville	York, N R O
Lennox	Simcoe, S R O
Lennox Ferry	Richmond N S
Lennoxville	Sherbrooke Q
L'Epiphanie	L'Assomption Q
Lepreaux	Charlotte N B
Lequille	Annapolis N S
Les Eboulemens	Charlevoix Q
Les Ecureuils	Portneuf Q
Les Escoumains	Saguenay Q
Leskard	Durham, W R O
Leslie	York, E R O
Les Pet. Bergerons	Saguenay Q
Lethbridge	Muskoka O
L'Etete	Charlotte N B
Letterkenny	Renfrew, S R O
Lévis	Lévis Q
Lewis Bay	Cape Breton N S
Lewis Head	Shelburne N S
Lewis Mountain	Westmoreland N B
Lewisville	Westmoreland N B
Libbytown	Stanstead Q
Lieury	Middlesex, N R O
Lifford	Durham, E R O
Lilly Lake	King's N B
Lilloet	Cariboo B C
Limehouse	Halton O
Lime Lake	Hastings, E R O
Lime Ridge	Wolf O
Lime Rock	Pictou N S
Limoilou	Sunbury N B
Linda	Compton Q
Linden Valley	Victoria, S R O
Lindsay	Victoria, S R O
Lindsay	Carleton N B
Lineboro'	Stanstead Q
Lingan	Cape Breton N S
Linière	Beauce Q
Linton	York, N R O
Linton's	Sunbury N B
Linwood	Waterloo, N R O
Lion's Head	Bruce, N R O
Lisbon	Perth, N R O
Lisburn	Bruce, S R O
Liscombe	Guysboro' N S
Liscomb Mills	Guysboro' N S
Lisgar Station	Drummond Q

NAME OF POST OFFICE.	ELECTORAL DISTRICT AND PROVINCE.
Lisle	Simcoe, S. R O
L'Islet	L'Islet Q
Lismore	Pictou N S
Listowel	Perth, N R O
Little Bass River	Colchester N S
Little Branch	Northumb'd N B
Little Bras D'Or	Cape Breton N S
Little Britain	Victoria, S R O
Little Current	Algoma O
Little Glace Bay	Cape Breton N S
Little Harbour	King's P E I
Little Harbour	Pictou N S
Little Judique	Inverness N S
Little Lepreaux	Charlotte N B
Little Lorraine	Cape Breton N S
Little Narrows	Victoria N S
Little Rideau	Prescott O
Little Ridge	Albert N B
L. River (Coverdale)	Albert N B
Little River (Elgin)	Albert N B
Little River	Sunbury N B
Little River	Cumberland N S
Little River	Digby N S
Lit. Riv. (Mid. Musq)	Halifax N S
Little Rocher	Albert N B
Little Sands	King's P E I
Little Shemogue	Westmoreland, N B
Lit. Shippigan, W G	Gloucester N B
Little Tignish	Prince P E I
Little Tracadie	Antigonishe N S
Littlewood	Shelburne N S
Little York	Queen's P E I
Liverpool	Queen's N S
Liverpool Market	Antigonishe N S
Livingston's Cove	Antigonishe N S
Lloydtown	York, N R O
Lobo	Middlesex, N R. O
Lochaber	Antigonishe N S
Lochaber Bay	Ottawa Q
Lochalsh	Huron, N R O
Lochhartville	King's N S
Loch Garry	Glengarry O
Lochiel	Glengarry O
Lochinvar	Glengarry O
Loch Lomond	St. John N B
Loch Lomond	Richmond N S
Lochside	Richmond N S
McKellar	Muskoka O
Lockeport	Shelburne N S
Lockton	Cardwell O
Lockville	Dundas O
Lodi	Stormont O
Loganville	Pictou N S
Logierait	Lambton O
Lombardy	Leeds, N R O
Londesborough	Huron, C R O
London	London O
London, East	Middlesex, E R O
Londonderry	King's N S
Londonderry Stat'n	Colchester N S
Long Creek	Queen's P E I
Long Creek	Queen's N B
Longford Mills	Ontario, N R O
Long Island	Digby N S
Long Island	King's N S
Long Lake	Addington O
Long Point	Hochelaga Q
Long Point	Inverness N S
Long Point	King's N B
Long Reach	King's N B
Long River	Queen's P E I
Long Settlement	Carleton N B
Longueuil	Chambly Q
Longwood	Middlesex, W R. O
Longwood Station	Middlesex, W R. O
Lonsdale	Hastings, E R O
Lord's Cove	Charlotte N B
Lorette	Quebec Q
Loretto	Cardwell O
Loretto	Selkirk M
L'Orignal	Prescott O
Lorne	Bruce, S R O
Lorne	Richmond Q
Lorne	Marquette M
Lorne	Pictou N S
Lorneville	Victoria, N R O
Lorraine	Cardwell O
Lorway Mines	Cape Breton N S
Lost River	Argenteuil Q
Lotbinière	Lotbinière Q
Lot 1	Prince P E I
" 4	Prince P E I
" 6	Prince P E I
" 8	Prince P E I
" 10	Prince P E I
" 11	Prince P E I
" 12	Prince P E I
" 14	Prince P E I
" 16	Prince P E I
" 30	Queen's P E I
" 35	Queen's P E I
" 45	King's P E I
" 56	King's P E I
" 67	Queen's P E I
Lotus	Durham, E R O
Louisa	Argenteuil Q
Lovering	Simcoe, N R O
Loughborough	Addington O
Louisburg	Cape Breton N S
Louisville	Kent O
Lourdes	Russell O
Lovat	Bruce, S R O
Lovat	Pictou N S
Low	Ottawa Q
Lowbanks	Monck O
Lower Argyle	Yarmouth N S
Lower Barney's Riv.	Pictou N S
Lower Brighton	Carleton N B
Lower Caledonia	Guysborough N S
Lower Canard	King's N S
Lower Canterbury	York N B
Lower Cape	Albert N B
Lower Cove	Cumberland N S
Lower Coverdale	Albert N B
Lower East Pubnico	Yarmouth N S
Lower Economy	Colchester N S
Lower Five Islands	Colchester N S
Lower Fort Garry	Lisgar M
Lower Freetown	Prince P E I
L. French Vil.,	York N B
Lower Gagetown	Queens N B
Lower Granville	Annapolis N S
Lower Hayneville	York N B
Lower Ireland	Megantic Q
Lower La Have	Lunenburg N S
Lower L'Ardoise	Richmond N S
L. Line, Queensbury	York N B
Lower Maccan	Cumberland N S
Lower Montague	King's P E I
Lower Newcastle	North'mb'rl'd. N B
Lower Pereaux	King's N S
Lower Pockmouche	Gloucester N B
Lower Poquiock	York N B
Low. Prince William	York N B
Lower Prospect	Halifax N S
Lower Queensbury	York N B
L. River Inhabitants	Richmond N S
Lower Selmah	Hants N S
L. Set. Mid. River	Victoria N S
L. Set. South River	Antigonishe N S
L. Ship Harbour	Halifax N S
L. Southampton	York N B
Lower Wakefield	Carleton N B
Lower Wentworth	Cumberland N B
L. West Pubnico	Yarmouth N S
L. Wood Harbour	Shelburne N S

NAME OF POST OFFICE.	ELECTORAL DISTRICT AND PROVINCE.
Lower Woodstock	Carleton N B
Low Point	Inverness N S
Lowville	Halton O
Lozier Settlement	Gloucester N B
Lucan	Middlesex, N R. O
Lucerne	Ottawa Q
Lucknow	Bruce, S R O
Ludlow	Northumb N B
Lumley	Huron, S R O
Lunenburg	Stormont O
Lunenburg	Lunenburg N S
Lurgan	Brucs, S R O
Lutes Mountain	Westmoreland N B
Luther	Wellington, N R. O
Luton	Elgin, E R O
Luttrell	Essex O
Lyn	Brockville O
Lynden	Wentworth, N R. O
Lyndhurst	Leeds, S R O
Lynedoch	Norfolk, S R O
Lynn	Colchester N S
Lynnfield	Charlotte N B
Lynn Valley	Norfolk, N R O
Lynnville	Norfolk, N R O
Lyons	Elgin, E R O
Lysander	Megantic Q
Lyster	Megantic Q
Lyster Station	Megantic Q
Lyttleton	Northumberl'd N B
Lytton	Yale B C
McAdam Junction	York N B
McAdam's Lake	Cape Breton N S
McAlpine	Queen's N B
McArras Brook	Antigonishe N S
McAulay's	Victoria N S
McCrimmon	Glengarry O
McDonald's Corner	Queen's N B
McDonald's Corners	Lanark, N R O
McDonald's Point	Queen's N B
McDougall Sett	Westmoreland N B
McGillivray	Middlesex, N R. O
McGinley	Westmorel'd. 'N B
McGregor	Essex O
McIntosh Mills	Leeds, S R O
McIver	Bruce, N R O
McIntyre	Grey, E R O
McKay's Point	Victoria N S
McKenzie's Corner	Carleton N B
McKinnon's Harbor	Victoria N S
McLaughlan	Northumberl'd, N B
McLaughlin Road	Kent N B
McLellan's Mount'n	Pictou N S
McLellan's Brook	Pictou N S
McLeods	Cape Breton N S
McLeod's Mills	Kent N B
McMartin's Point	Pontiac O
McNamee	Northumb N B
McPherson's Ferry	Richmond N S
Maberly	Lanark, S R O
Mabou	Inverness N S
Mabou Coal Mines	Inverness N S
Mabou Harbour	Inverness N S
Macbeth	Prescott O
Maccan	Cumberland N S
MacDougall	Prince P E I
Mace's Bay	Charlotte N B
Macnider	Rimouski Q
Mactaquack	York N B
Macton	Wellington, C R O
Macville	Cardwell O
Maddington	Arthabaska Q
Maddock	Prince P E I
Madoc	Hastings, N R O
Magaguadavic	York N B
Magdalen Islands	Gaspé Q
Magenta	Rouville Q
Magnetawan	Muskoka O
Magog	Stanstead Q
Magoon's Point	Stanstead Q
Magpie	Saguenay Q
Magundy	York N B
Mahone Bay	Lunenburg N S
Maidstone	Essex O
Mainadieu	Cape Breton N S
Maitland	Grenville, S R O
Maitland	Hants N S
Maitland	Annapolis N S
Maitland	Yarmouth N S
Malagash	Cumberland N S
Malagash Point	Cumberland N S
Malagawatch	Inverness N S
Malakoff	Carleton O
Malcolm	Bruce, S R O
Malignant Cove	Antigonishe N S
Mallorytown	Leeds, S R O
Malmaison	Missisquoi Q
Malone	Hastings, N R O
Malton	Peel O
Malta	Muskoka O
Malvern	York, E R O
Manchester	Ontario, N R O
Mandamin	Lambton O
Manilla	Victoria, S R O
Manilla Station	Victoria, S R O
Manitou	Ottawa Q
Manitowaning	Algoma O
Maniwaki	Ottawa Q
Manners Sutton	York N B
Mannheim	Waterloo, S R O
Manotick	Carleton O
Mansewood	Halton O
Mansfield	Simcoe, S R O
Mansfield	Cumberland N S
Mansonville-Potton	Brome Q
Mansonville Station	Brome Q
Maple	York, W R O
Maple Bay	Vancouver B C
Maple Green	Restigouche N B
Maple Grove	Megantic Q
Maple Hill	Bruce, S R O
Maple Hill	Megantic Q
Maplehurst	Carleton N B
Maple Leaf	Compton Q
Maple Lodge	Middlesex, N R O
Maple Ridge	N. Westminster B C
Mapleton	Elgin, E R O
Mapleton	Albert N B
Mapelton	Cumberland N S
Maple Valley	Simcoe, N R O
Maple View	Victoria N B
Maplewood	Oxford, N R O
Maquapit Lake	Sunbury N B
Mar	Bruce, N R O
Marathon	Carleton O
Marble Mountain	Inverness N S
Marble Rock	Leeds, S R O
Marbleton	Wolfe Q
March	Carleton O
Marchmont	Simcoe, N R O
Marden	Wellington, S R. O
Margaree Harbour	Inverness N S
Margaree Forks	Inverness N S
Margaretsville	Annapolis N S
Margate	Prince P E I
Maria	Bonaventure Q
Maria Capes	Bonaventure Q
Marie Bridge	King's P E I
Marie Joseph	Guysboro' N S
Marion Bridge	Cape Breton N S
Maritana	Huntingdon Q
Markdale	Grey, S R O
Markham	York, E R O
Markhamville	King's N B
Marksville	Algoma O
Marlbank	Hastings, E R O
Marlow	Beauce Q
Marmion	Grey, N R O

NAME OF POST OFFICE.	ELECTORAL DISTRICT AND PROVINCE.
Marmora	Hastings, N R O
Marnoch	Huron, N R O
Marriott's Cove	Lunenburg N S
Marsboro'	Compton Q
Marsden	Compton

NAME OF POST OFFICE.	ELECTORAL DISTRICT AND PROVINCE.
Millville	King's N S
Millville	York N B
Millville	Gloucester N B
Milnesville	York, E R O
Milton	Queen's N S
Milton, East	Shefford Q
Milton Station	Queen's P E I
Milton, West	Halton O
Milverton	Perth, N R O
Mimico	York, W R O
Mimingash	Prince P E I
Mimosa	Wellington, S R. O
Minden	Victoria, N R O
Mineral	Carleton N B
Minesing	Simcoe, N R O
Mingan	Saguenay Q
Minnewashta	Marquette M
Minudie	Cumberland N S
Mira Gut	Cape Breton N S
Miramichi	Missisquoi Q
Miscou Light House	Gloucester N B
Miscouche	Prince P E I
Mispec	St. John N B
Mississippi Station	Addington O
Mitchell	Perth, S R O
Mitchell's Bay	Kent O
Mitchell Square	Simcoe, N R O
Moe's River	Compton Q
Moffat	Halton O
Mohawk	Brant, S R O
Mohr's Corners	Carleton O
Moira	Hastings, N R O
Moisie	Saguenay Q
Molesworth	Perth, N R O
Monaghan	Queen's P E I
Monck	Wellington, N R. O
Monckland	Stormont O
Moncrieff	Huron, C R O
Moncton	Westmoreland, N B
Moncton Road	Westmoreland, N B
Moneymore	Hastings, E R O
Mongenais	Vaudreuil Q
Mongolia	York, E R O
Monkton	Perth O
Mono Centre	Cardwell O
Mono Mills	Cardwell O
Mono Road Station	Cardwell O
Monsell	Muskoka O
Montague	Lanark, S R O
Montague Bridge	King's P E I
Montague Cross	Queen's P E I
Montague G'd Mines	Halifax N S
Montalembert	Rimouski Q
Monticello	Wellington, N R O
Montcalm	Montcalm Q
Monteagle Valley	Hastings, N R O
Monte Bello	Ottawa Q
Mont Louis	Gaspé Q
Montmagny	Montmagny Q
Montmorency Falls	Quebec Q
Montmorin	Terrebonne Q
Mont St. Nicholas	St. John's Q
Montreal	Montreal Q
Montrose	Welland O
Montrose	Prince P E I
Mt. St. Hilaire	Rouville Q
Monument Settlem't	Carleton N B
Moodyville	N. Westminster, B C
Moore	Lambton O
Moorefield	Wellington, N R. O
Moore's Falls	Victoria, N R O
Moore's Mills	Charlotte N B
Moore's Station	Missisquoi Q
Mooresville	Middlesex, N R. O
Moose Brook	Hants N S
Moose Creek	Stormont S
Mooseland	Halifax N O
Moose River	Pictou N S
Moray	Middlesex, N R. O
Morden	King's N S
Morel	King's P E I
Morell Rear	King's P E I
Morewood	Dundas O
Morganstown	Northumb'd, E R. O
Morin Flats	Argenteuil Q
Morley	Grey, E R O
Morley Road	Cape Breton N S
Morningdale Mills	Perth, N R O
Morpeth	Bothwell O
Morrisbank	Huron, N R O
Morrisburg	Dundas O
Morriston	Wellington, S R. O
Morristown	Antigonishe N S
Morristown	King's N S
Morton	Leeds, S R O
Morton's Corner	Lunenburg N S
Mortonville	Hants N S
Morven	Lennox O
Mosborough	Wellington, S R. O
Moscow	Addington O
Moser's River	Halifax N S
Mosherville	Hants N S
Moss Glen	King's N B
Mosside	Lambton O
Mossley	Middlesex, E R O
Mossman's Grant	Lunenburg N S
Motherwell	Perth, S R O
Moulie's River	Kent N B
Moulinette	Stormont O
Moulton Station	Monck O
Mountain Brook	Restigouche N B
Mountain City	Marquette M
Mountain Grove	Addington O
Mountain View	Prince Edward O
Mount Albert	York, N R O
Mount Albion	Wentworth, S R. O
Mount Albion	Queen's P E I
Mount Brydges	Middlesex, W R. O
Mount Carmel	Kamouraska Q
Mount Charles	Peel O
Mount Denison	Hants N S
Mount Elgin	Oxford, S R O
Mount Forest	Wellington, N R. O
Mount Hanly	Annapolis N S
Mount Healy	Haldimand O
Mount Horeb	Victoria, S R O
Mount Irwin	Peterboro', E R. O
Mount Johnson	Iberville Q
Mount Loyal	Montcalm Q
Mount Oscar	Vaudreuil Q
Mount Pleasant	Durham, E R O
Mount Pleasant	Prince P E I
Mount Pleasant	Cumberland N S
Mount Pleasant	Carleton N B
Mount St. Louis	Simcoe, N R O
Mount St. Patrick	Renfrew, S R O
Mount Salem	Elgin, E R O
Mountsberg	Wentworth, NR. O
Mount Sherwood	Carleton O
Mount Stewart	Queen's P E I
Mount Thom Sett'm't	Pictou N S
Mount Uniacke	Hants N S
Mount Vernon	Brant, S R O
M'nt Whatley, W O.	Westmoreland, N B
Mount Wolf	Cardwell O
Mouth of Jemseg	Queen's N B
Mouth of Keswick	York N B
Mouth of Nerepis	King's N B
Muddy Creek	Prince P E I
Muir Kirk	Bothwell O
Mulgrave	Welland O
Mull River	Inverness N S
Mulmur	Simcoe, S R O
Muncey	Middlesex, W R. O
Munroe's Mills	Glengarry O
Munster	Carleton O
Murchyville	Halifax N S
Murdoch	Grey, S R O
Murray	Northumb'd, E R. O
Murray Bay	Charlevoix Q
Murray Harbour, N	King's P E I
Murray Harbour, Rd	Queen's P E I
Murray Harbour, S.	King's P E I
Murray River	King's P E I
Murray Road	Westmoreland, N B
Murray's Corner	Westmoreland, N B
Murvale	Addington O
Muskoka Falls	Muskoka O
Musquash	St. John N B
Musquodoboit Har.	Halifax N S
Musselburg	Perth. N R O
Myrehall	Hastings, E R. O
Myrtle	Ontario, S R O
Mystic	Missisquoi Q
Nackawick	York N B
Namur	Ottawa Q
Nanaimo	Vancouver B C
Nail Pond	Prince P E I
Nairn	Middlesex, N R. O
Nanticoke	Haldimand O
Napanee	Lennox O
Napanee Mills	Addington O
Napier	Middlesex, W R. O
Napierville	Napierville Q
Nappan	Cumberland N S
Nappan Station	Cumberland N S
Napperton	Middlesex, N R. O
Narrows	Queen's N B
Narrows Creek	King's P E I
Nashwaak	York N B
Nashwaak Bridge	York N B
Nashwaaksis	York N B
Nashwaak Station	York N B
Nashwaak Village	York N B
Nassagaweya	Halton O
Natashquan	Saguenay Q
Nauwigewauk	King's N B
Navan	Russell O
Necum Teuch	Halifax N S
Neguac	Northumb'rl'd N B
Neigette	Rimouski Q
Nelles Corners	Haldimand O
Nelson	Halton O
Nelsonville	Marquette M
Nenagh	Grey, S R O
Nerepis Station	King's N B
Netherby	Welland O
Neustadt	Grey, S R O
New Albany	Annapolis N S
New Annan	Prince P E I
Newark	Oxford, S R O
New Armagh	Lotbinière Q
New Bandon	Gloucester N B
Newbliss	Leeds, N R O
Newbois	Lotbinière Q
Newboro'	Leeds, S R O
New Boston	Cape Bretou N S
Newboyne	Leeds, S R O
Newbridge	Huron, N R O
Newburgh	Addington O
Newburgh	Carleton N B
Newbury	Middlesex, W R. O
New Campbellton	Victoria N S
New Canaan	Queen's N B
New Canada	Lunenburg N S
New Carlisle	Bonaventure Q
Newcastle	Durham, W R O
Newcastle	Northumb'rl'd N B
Newcastle Bridge	Queen's N B
Newcastle Creek	Queen's N B
Newcomb Corner	Halifax N S
Newcombe Mills	Northumb'd, E R. O
New Cornwall	Lunenburg N S
New Dublin	Brockville O
New Dundee	Waterloo, S R O
New Durham	Brant, S R O
New Edinburgh	Russell O
New Gairloch	Pictou N S
New Germany	Lunenburg N S
New Germany	Waterloo, N R. O
New Glasgow	Queen's P E I
New Glasgow	Terrebonne Q
New Glasgow	Pictou N S
New Hamburg	Waterloo, S R O
New Harbour	Guysborough, N S
Newhaven	Marquette M
New Haven	Queen's P E I
Newholm	Muskoka O
New Horton	Albert N B
Newington	Stormont O
New Ireland	Megantic Q
New Ireland	Albert N B
New Ireland Road	Albert N B
New Jerusalem	Queen's N B
New Larig	Pictou N S
New Liverpool	Lévis Q
New London	Queen's P E I
New Lowell	Simcoe N R O
Newmarket	York, N R O
New Maryland	York N B
New Mills	Restigouche N B
New Minas	King's N S
New Perth	King's P E I
Newport	Brant, S R O
Newport	Gaspé Q
Newport	Hants N S
Newport Corner	Hants N S
Newport Landing	Hants N S
Newport Point	Gaspé Q
Newport Station	Hants N S
New Richmond	Bonaventure Q
New River	Charlotte N B
New Ross	Dundas O
New Ross	Lunenburg N S
New Ross Road	King's N S
Newry	Perth, N R O
Newry Station	Perth, N R O
New Sarum	Elgin, E R O
Newton	Prince P E I
New Town	Guysboro' N S
Newton Brook	York, W R O
Newton Mills	Colchester N S
Newton Robinson	Simcoe, S R O
Newtonville	King's N B
Newtown	Guysboro' N S
New Tusket	Digby N S
New Westminster	N. Westminster B C
New Wiltshire	Queen's P E I
New Zealand	King's P E I
Niagara	Niagara O
Nicola Lake	Yale B C
Nicolet	Nicolet Q
Nicolet Falls	Richmond Q
Nicolston	Simcoe, S R O
Nictaux Falls	Annapolis N S
Niel's Harbour	Victoria N S
Nile	Huron, C R O
Nilestown	Middlesex, E R. O
Nine Mile Creek	Queen's P E I
Nine Mile River	Hants N S
Nipissingan	Dist. of Nipissing O
Nissouri	Oxford, N R O
Nithburg	Perth, N R O
Niverville	Provencher M
Nixon	Norfolk, N R O
Nober	Haldimand O
Nobleton	York O
Noel	Hants N S
Noel Shore	Hants N S
Norborough	Prince P E I
Norcliffe	Pontiac Q
Norham	Northumb'd, E R. O
Norland	Victoria, N R O
Normandale	Norfolk, S R O
North Alton	King's N S
Northam	Prince P E I
Northampton	Carleton N B
North Augusta	Grenville, S R O
North Beaver Bank	Halifax N S
North Bedeque	Prince P E I
North Bristol	Pontiac Q
North Brookfield	Queen's N S
North Bruce	Bruce, N R O
North Buxton	Kent O
North Coaticooke	Stanstead Q
Northcote	Renfrew, S R O
N. E. Br., Margaree	Inverness N S
N. E. Harbour	Shelburne N S
N. Esk Boom	Northumb N B
Northfield	Cornwall O
Northfield	Sunbury N B
Northfield	Lunenburg N S
Northfield Centre	Brant, S R O
North Forks, Sal. Cr.	Sunbury N B
North Georgetown	Chateauguay Q
North Glanford	Wentworth, S R. O
North Gower	Carleton O
North Ham	Wolfe Q
North Hatley	Stanstead Q
North Hill	Compton Q
North Keppel	Grey, N R O
North Lake	King's P E I
North Lake	York N B
North Lancaster	Glengarry O
North Medford	King's N S
North Mountain	Dundas O
North Mountain	King's N S
North Nation Mills	Ottawa Q
North Onslow	Pontiac Q
North Pelham	Monck O
North Pinnacle	Missisquoi Q
North Port	Prince Edward O
Northport	Cumberland N S
North Range Corner	Digby N S
North Ridge	Essex O
North River	Queen's P E I
North River	Westmoreland, N B
North River	Colchester N S
N. River Bridge	Colchester N S
N. River Bridge	Victoria N S
North River Platform	Westmoreland, N B
North Rustico	Queen's P E I
North Salem	Hants N S
N. Sec. Earltown	Colchester N S
North Seneca	Haldimand O
North Seguin	Muskoka O
North Shore	Cumberland N S
North Shore	Victoria N S
North Stanbridge	Missisquoi Q
North Stoke	Richmond Q
North Stukely	Shefford Q
North Sutton	Brome Q
North Sydney	Cape Breton N S
North Tryon	Prince P E I
North Valley	Stormont O
North Wakefield	Ottawa Q
North West Arm	Cape Breton N S
North W. st Bridge	Northumb'd N B
North West Cove	Lunenburg N S
North Williamsburg	Dundas O
North Winchester	Dundas O
Norton	King's N B
Northwood	Kent O
Norton Creek	Chateauguay Q
Norton Dale	York N B
Norton Station	King's N B
Norval	Halton O
Norway	York, E R O
Norwich	Oxford, S R O
Norwood	Peterboro', E R O
N. Dame des Anges	Portneuf Q
N. Dame de l'I. Verte	Temiscouata Q
Notre Dame de Grace	Hochelaga Q
Notre Dame des Bois	Compton Q
Notre Dame du Lac	Temiscouata Q
Notre Dame du Port.	Temiscouata Q
Nottawa	Simcoe, N R O
Nouvelle (sub)	Bonaventure Q
Noyan	Missisquoi Q
Nutt's Corners	Missisquoi Q
Oak Bay	Charlotte N B
Oakfield	Halifax N S
Oakham	Queen's N B
Oak Hill	Victoria, N R O
Oak Hill	Charlotte N B
Oakland	Brant, S R O
Oakland	Marquette Q
Oak Park	Shelburne N S
Oak Point	Bonaventure Q
Oak Point	King's N B
Oak Point	Northumb N B
Oak Point	Marquette Q
Oak Ridges	York, N R O
Oak River	N. W. Territories.
Oakville	Halton O
Oakville	Carleton N B
Oakwood	Victoria, S R O
Oates	Frontenac Q
Oban	Lambton O
Ochil	Lanark, N R O
O'Connell	Pontiac Q
Odelltown	St. Johns Q
Odessa	Lennox O
Offa	Huron, S R O
Ogden	Guysboro N S
Ogema	Lambton O
Ogilvie	King's N S
Ohio	Antigonishe N S
Ohsweken	Brant, S R O
Oil City	Lambton O
Oil Springs	Lambton O
Oka	Two Mountains Q
Okanagon	Yale B C
Okanagon Mission	Yale B C
Old Barns	Colchester N S
Oldcastle	Essex O
Oldfield	Kent O
Oldham	Halifax N S
Old Montrose	Kent O
O'Leary Road	Prince P E I
O'Leary Station	Prince P E I
Olinda	Essex O
Olinville	Queen's N B
Oliphant	Bruce, N R O
Oliver	Oxford, N R O
Oliver	Stanstead Q
Omagh	Halton O
Omemee	Victoria, S R O
Ompah	Addington O
150 Mile House	Cariboo B C
Oneida	Haldimand O
Onondaga	Brant, N R O
Onslow	Pontiac Q
Onslow	Colchester N S
Orangedale	Inverness N S
Orangeville	Wellington, C R O
Orchard	Grey, S R O
Oriel	Oxford, S R O
Orkney	Wentworth, N R. O
Orillia	Simcoe, N R O
Orleans	Russell O
Ormond	Dundas O
Ormstown	Chateauguay Q
Oromocto	Sunbury N B
Orono	Durham, W R O
Orwell	Elgin, E R O
Orwell	Queen's P E I
Orwell Cove	Queen's P E I
Osaca	Durham, E. R O
Osborne	Lambton O
Osceola	Renfrew, N R O
Oshawa	Ontario, S R O
Osman	Middlesex, W R. O
Oso Station	Addington O
Ospringe	Wellington, S R. O
Ossekeag	King's N B
Ossian	Lambton O
Ossowo	Marquette M
Ostrander	Oxford, S R O
Otnabog	Queen's N B
Ottawa	Ottawa O
Otterburne	Provencher M
Otter Lake	Pontiac Q
Otterville	Oxford, S R O
Oungah	Kent O
Oustic	Wellington, S R. O
Outer Isl'd Port Hood	Inverness N S
Outlet of L. Ainslie	Inverness N S
Ouvry	Kent O
Overton	Addington O
Owen Sound	Grey, N R O
Owl's Head Harbour	Halifax N S
Oxenden	Grey, N R O
*Oxford	Cumberland N S
Oxford Centre	Oxford, S R O
Oxford Mills	Grenville, N R O
Oxford Station	Grenville, N R O
Oxley	Essex O
Oyster Bed Bridge	Queen's P E I
Oyster Ponds	Guysborough, N S
Oznabruck Centre	Stormont O
Painsec	Westmoreland N B
Painswick	Simcoe, S R O
*Paisley	Bruce, N R O
Pakenham	Lanark, N R O
Palermo	Halton O
Palgrave	Cardwell O
Palmer Rapids	Renfrew, S R O
Palmer Road	Prince P E I
Palmer's Road	King's N S
Palmerston	Perth, N R O
Palmyra	Bothwell O
Panmure	Carleton O
Papineauville	Ottawa Q
Paquette	Compton Q
Paquetville	Gloucester N B
Paradise Lane	Annapolis N S
Parham	Addington O
Park Corner	Queen's P E I
*Paris	Brant, N R O
Paris Station	Brant, N R O
Parker	Wellington, C R. O
Parkdale	York, W R O
Parker's Cove	Annapolis N S
Park Head	Bruce, N R O
Park Hill	Middlesex, N R O
Parkhurst	Lotbinière Q
Park's Creek	Lunenburg N S
Park's Creek	Lisgar M
Parma	Lennox O
Parrsborough	Cumberland N S
Parrsborough Shore	Cumberland N S
Parry Harbour	Muskoka O
Parry Sound	Muskoka O
Partridge Island	Cumberland N S
Paspébiac	Bonaventure Q
Passekeag	King's N B
Patillo	Essex O
Patterson	York, W R O
Patterson Setilem't	Sunbury N B
Paudash	Peterboro', E R. O
Pavilion	Cariboo B C
Peabody	Grey, N R O
Peake's St'n, No. 38	King's N B
Pearceley	Muskoka O
Pearceton	Missisquoi Q
Pearson's	King's N B
Peebles	Oxford, S R O
Peel	Carleton N B
Pelee Island	Essex O
Pelham Union	Monck O
Pembina Crossing	Marquette M
Pembroke	Hants N S
*Pembroke	Renfrew, N R O
Pembroke	Carleton N B
Pendleton	Prescott O
Penetanguishene	Simcoe, N R O
Peniac	York N B
Peninsula-Gaspé	Gaspé Q
Pennfield	Charlotte N B
Pennfield Ridge	Charlotte N B
Penobsquis	King's N B
Pentland	Wellington, C R. O
Penville	Simcoe, S R O
Percé	Gaspé Q
Perch Station	Lambton O
Perkins	Ottawa Q
Perm	Simcoe, S R O
Perretton	Renfrew, N R O
Perryboro'	Compton Q
Perry Settlement	King's N B
Perrytown	Durham, E R O
*Perth	Lanark, S R O
Perth	Victoria N B
Perth Centre	Victoria N B
Perth Road	Addington O
Petawawa	Renfrew, N R O
Peterborough	Peterboro', W R. O
Petersburg	Waterloo, S R O
Peter's Road	King's P E I
Peterson's Corners	Peterboro', E R. O
Petersville	Queen's N B
Petersville	London O
Petersville Church	Queen's N B
Peterville	Prince P E I
Pethertou	Wellington, N R. O
Petitcodiac	Westmoreland, N B
Petite de Grat	Richmond N S
Petite Matane	Rimouski Q
Petit Passage	Digby N S
Petite Riv. Bridge	Lunenburg N S
Petit Métis	Rimouski Q
Petit Rocher	Gloucester N B
Petits Mechins	Rimouski Q
Petapaswick Harb'r.	Halifax N S
*Petrolea	Lambton O
Petworth	Addington O
Peveril	Vaudreuil Q
Phelpston	Simcoe, N R O
Philipsburg, East	Missisquoi Q
Philipsburg, West	Waterloo, S R O
Philipston	Hastings, E R O
Philipsville	Leeds, S R O
*Pickering	Ontario, S R O
*Picton	Prince Edward O
Pictou	Pictou N S
Pictou Landing	Pictou N S
*Orangeville	Wellington, C R. O
Piedmont	Terrebonne Q
Piedmont Valley	Pictou N S
Pierreville	Yamaska Q
Pierreville Mills	Yamaska Q
Pigeon Hill	Missisquoi Q
Pigeon Lake	Marquette M
Pike Bay	Bruce, N R O
Pike River	Missisquoi Q
Pine Dale	Ontario, N R O
Pine Falls	Keewatin
Pine Grove	York, W R O
Pine Orchard	York, N R O
Pine Ridge	Kent N B
Pine River	Bruce, S R O
Pinette	Queen's P E I
Pine Tree	Pictou N S
Pinkerton	Bruce, S R O
Pioneer	Carleton N B
Piopolis	Compton Q
Pirate Harbour	Guysboro' N S
Pisarinco	St. John N B
Pisquid	Queen's P E I
Pisquid Road	Queen's P E I
Pitts Ferry	Frontenac O
Pittston	Grenville, S R O
Plainfield	Hastings, E R O
Plainfield	Pictou N S
Plainville	Northumb'd, W R O
Plantagenet	Prescott O
Plattsville	Oxford, N R O
Playfair	Lanark, S R O
Pleasant Bay	Inverness N S
Pleasant Lake	Yarmouth N S
Pleasant Point	Halifax N S
Pleasant Ridge	Charlotte N B
Pleasant River	Queen's N S
Pleasant Vale	Albert N B
Pleasant Valley	Digby N S
Pleasant Valley	Pictou N S
Pleasant Valley	Dundas O
Plevna	Addington O
Plum Hollow	Leeds, S R O
Plymouth	Yarmouth N S
Plymouth	Carleton N B
Plympton	Selkirk
Pockmouche	Gloucester N B
Pockshaw	Gloucester N B
Point Alexander	Renfrew, N R O
Point Au Baril	Simcoe, N R O
Point Au Chêne	Argenteuil Q
Point aux Pins	Algoma O
Pointe aux Trembles	Hochelaga Q
Pointe aux Trembles	Portneuf Q
Pointe aux Orignaux	Kamouraska Q
Pointe Bleue	Chicoutimi Q
Pointe Claire	Jacques Cartier Q
Pointe de Bute	Westmoreland, N B
Pointe du Chêne	Westmoreland, N B
Pointe du Lac	St. Maurice Q
Point Edward	Lambton O
Point Edward	Cape Breton N S
Point Fortune	Vaudreuil Q
Point Kaye	Muskoka O
Point la Nim	Restigouche N B
Point of Cape	Antigonishe N S
Point Petre	Prince Edward O
Point Platon	Lotbinière Q
Point Prim	Queen's P E I
Point St. Charles	Jacques Cartier Q
Point St. Peter	Gaspé Q
Point Sapin	Kent N B
Point Traverse	Prince Edward O
Point Wolfe	Albert N B
Poland	Lanark, N R O
Pollett River	Westmoreland, N B
Pomeroy	Marquette M
Pomeroy Ridge	Charlotte N B
Pomona	Grey, S R O
Pomquet Chapel	Antigonishe N S
Ponds	Pictou N S
Ponsonby	Wellington, C R. O
Pont Chateau	Soulanges Q
Pont de Maskinongé	Maskinongé Q
Pont Rouge	Portneuf Q
Pont Viau	Laval Q
Poodiac	King's N B
Poole	Perth, N R O
Poplar Hill	Pictou N S
Poplar Heights	Marquette M
Poplar Point	Marquette M
Poquiock	York N B
Port Acadie	Digby N S
Portage du Fort	Pontiac Q
Portage la Prairie	Marquette M
Portage River	Northumberl'd N B
Port Albert	Huron, N R O
Portapique	Colchester N S
Portapique Mount'n	Colchester N S
Port au Persil	Charlevoix Q
Port Beckerton	Guysboro' N S
Port Bruce	Elgin, E R O
Port Burwell	Elgin, E R O
Port Caledonia	Cape Breton N S
Port Carling	Muskoka O
Port Clyde	Shelburne N S
Port Cockburn	Muskoka O
Port Colborne	Welland O
Port Credit	Peel O
Port Dalhousie	Lincoln O
Port Daniel	Bonaventure Q
Port Dover	Norfolk, S R O
Port Elgin	Bruce, N R O
Port Elgin	Westmoreland, N B
Port Elmsley	Lanark, S R O
Porter's Hill	Huron, S R O
Porter's Lake	Halifax N S
Port Felix	Guysboro' N S
Port Franks	Lambton O
Port George	Annapolis N S
Port Granby	Durham, W R O
Port Greville	Cumberland N S
Port Hastings	Inverness N S
Port Hawkesbury	Inverness N S
Port Hilford	Guysborough N S
Port Hill	Prince P E I
Port Hood	Inverness N S
Port Hood Island	Inverness N S
Port Hoover	Victoria, S R O
Port Hope	Durham, E R O
Port Joli	Queen's N S
Port Lambton	Bothwell O
Portland	Leeds, S R O
Port la Tour	Shelburne N S
Port Lewis	Huntingdon Q
Port Lorne	Annapolis N S
Port Maitland	Monck O
Port Matoon	Queen's N S
Port Medway	Queen's N S
Port Mulgrave	Guysborough, N S
Port Nelson	Halton O
Portneuf	Portneuf Q
Portneuf Station	Portneuf Q
Port Perry	Ontario, N R O
Port Philip	Cumberland N S
Port Richmond	Richmond N S
Port Robinson	Welland O
Port Rowan	Norfolk, S R O
Port Royal	Norfolk, S R O
Port Royal	Richmond N S
Port Ryerse	Norfolk, S R O
Port Severn (sub)	Simcoe, N R O
Portsmouth	Frontenac O
Port Stanley	Elgin, E R O
Port Sydney	Muskoka O
Port Talbot	Elgin, W R O
Portuguese Cove	Halifax N S
Port Union	Ontario, S R O
Port Williams	King's N S
Port Williams Stat.	King's N S
Pottageville	York, N R O
Powell	Carleton O
Powerscourt	Huntingdon Q
Pownall	Queen's P E I
Prairie Grove	Selkirk M
Pred'enhaut	Westmoreland, N B
*Prescott	Grenville, S R O
Presqu' Isle	Grey, N R O
*Preston	Waterloo, S R O
Preston Road	Halifax N S
Price's Corner	Simcoe, N R O
Priceville	Grey, E R O
Pinkerton	Bruce, S R O
Primrose	Cardwell O
Prince Albert	N. W. Territories
Prince Albert	Ontario, N R O
Prince of Wales	St. John N B
Princeport	Colchester N S
Princeton	Oxford, N R O
Princetown	Prince P E I
Princetown Road	Queen's P E I
Princeville	Inverness N S
Prince William	York N B
Prince William Stat.	York N B
Prinyer	Prince Edward O
Prospect	Lanark, S R O
Prospect	Halifax N S
Prospect	Marquette M
Prosser Brook	Albert N B
Providence Bay	Algoma O
Pubnico Beach	Shelburne N S
Pubnico Harbour	Yarmouth N S
Pugwash	Cumberland N S
Pugwash River	Cumberland N S
Purdy	Hastings, N R O
Purlbrook	Antigonishe N S
Purple Grove	Bruce, S R O
Purpleville	York, W R O
Pusloch	Wellington, S R. O
Rockland	Russell O
Putnam	Middlesex, E R. O
Quaco Road	St. John N B
Quadra	Vancouver B C
Quai de Rimouski	Rimouski Q
Quebec	Quebec Q
Queensborough	Hastings, N R O
Queensbury	York N B
Queen Hill	Bruce, N R O
Queenston	Niagara O
Queensville	York, N R O
Queensville	Inverness N S
Quesnelle	Cariboo B C
Quisibus	Victoria N B
Racine	Shefford Q
Radstock	Joliette Q
Ragged Head	Guysboro' N S
Ragged Island	Shelburne N S
Raglan	Ontario, S R O
Railton	Addington O
Rainham	Haldimand O
Rainham Centre	Haldimand O
Rama	Ontario, N R O
Ramsay's Corners	Russell O
Randwick	Simcoe, S R O
Ranelagh	Norfolk, N R O
Rankin	Renfrew, N R O
Raper	Middlesex, W R. O
Rapid City	N. W. Territory
Rapids des Joachims	Pontiac Q
Rathburn	Ontario, N R O
Ratho	Oxford, N R O
Ratter's Corner	King's N B
Rat Portage	Keewatin
Rat River	Provencher M
Ravenna	Grey, E R O
Ravenscliffe	Muskoka O
Ravenshoe	York, N R O
Ravenswood	Lambton O
Rawdon	Montcalm Q
Rawdon	Hants N S
Raymond	Muskoka O
Reaboro	Victoria, S R O
Read	Westmoreland N B
Read	Hastings, E R O
Reading	Wellington, C R. O
Rear of Black River	Richmond N S
Rear Judique	Inverness N S
Rear L. Sporting Mt	Richmond N S
Rear Ball's Creek	Cape Breton N S
Reay	Muskoka O
Red Bank	Northumberl'd. N B
Redickville	Grey, E R O
Red Islands	Richmond N S
Rednersville	Prince Edward O
Red Rocks	Algoma O
Red Point	Kings P E I
Red Wing	Grey, E R O
Reedsdale	Megantic Q
Relessey	Cardwell O
Renaud's Mills	Kent N B
Renforth	Wentworth, S R. O
Renfrew	Renfrew, S R O
Renfrew	Hants N S
Renous Bridge	Northumberl'd. N B
Renous River	Northumberl'd. N B
Renton	Norfolk, N R O
Renton Station	Wentworth, S R. O
Repentigny	L'Assomption Q
Reserve Mines	Cape Breton N S
Restoule	Muskoka O
Reynardton	Yarmouth N S
Rhodes	King's N S
Riceburg	Missisquoi Q
Riceville	Prescott O
Richardville	Megantic Q
Richby	Compton Q
Richibucto	Kent N B
Richibucto Village	Kent N B
Richmond Corner	Carleton N B
Richmond, East	Richmond Q
Richmond, West	Carleton O
Richmond Hill	York, W R O
Richmond Station	Richmond Q
Richmond	Halifax N S
Richmond	N. W. Territories.
Richview	Peel O
Richwood	Oxford, N R O
Ridgetown	Bothwell O
Ridgeville	Monck O
Ridgeville	Provencher M
Ridgeway	Welland O
Rigaud	Vaudreuil Q
Riley Brook	Victoria N B
Rimington	Hastings, N R O
Rimouski	Rimouski Q
Ringwood	York, N R O
Ripon	Ottawa Q
Riverbank	Wellington, N R. O
Riverbank	Carleton N B
River Beaudette	Soulanges Q
River Bourgeoise	Richmond N S
River Charlo	Restigouche N B
River David	Yamaska Q
River de Chute	Carleton N B
River Dennis	Inverness N S
River Dennis Road	Inverness N S
River Désert	Ottawa Q
River Gilbert	Beauce Q
River Hebert	Cumberland N S
River Inhab. Bridge	Richmond N S
River John	Pictou N S
River John Road	Colchester N S
River Joseph	Ottawa Q
River Louison	Restigouche N B
River Philip	Cumberland N S
Riversdale	Bruce, S R O
Riversdale	Colchester N S
River Side	Albert N B
Riverstown	Wellington, N R. O
River View	Albert N B
Riviere a Claude	Gaspé Q
Rivière à la Martre	Gaspé Q
Rivière aux Pins	Quebec Q
Rivière aux Vaches	Yamaska Q
Rivière Bois Clair	Lotbinière Q
Rivière des Caches	Northumberl'd. N B
Rivière des Prairies	Hochelaga Q
Riv. du Loup (en bas)	Temiscouata Q
R. du Loup (en haut)	Maskinongé Q
Riv. du Loup Stat'n.	Temiscouata Q
Rivière Gagnon	Terrebonne Q
Rivière la Fleur	Montmorenci Q
Rivière la Madeleine	Gaspé Q
Rivière Ouelle	Kamouraska Q
Rivière Raisin	Glengarry O
Rivière St. Jean	Saguenay Q
Riv. Trois Pistoles	Temiscouata Q
Rivington	Argenteuil Q
Roach's Point	York, N R O
Roach Vale	Guysboro' N S
Robertson's Point	Queen's N B
Roberval	Chicoutimi Q
Robichaud	Westmoreland N B
Robinson	Compton Q
Roblin	Lennox O
Rob Roy	Grey, E R O
Roche Capitaine	Pontiac Q
Rochelle	Shefford Q
Rochesterville	Carleton O
Rock Barra	King's P E I
Rockburn	Huntingdon Q
Rockford	Norfolk, N R O
Rock Forest	Sherbrooke Q
Rockingham	Renfrew, S R O
Rockingham	Yarmouth N S
Rock Island	Stanst

CONSTITUENCIES.	NAMES.	P. O. ADDRESS.
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Middlesex, N. R.	Timothy Coughlin	Offa, O.
Middlesex, W. R.	George Wm. Ross	Strathroy, O.
Missisquoi	Hon. George B. Baker	Sweetsburg, Q.
Monck	Lachlin McCallum	Stromness, O.
Montcalm	Firmin Dugas	Montcalm, Q.
Montmagny	A. C. P. R. Landry	St. Pierre, Q.
Montmorenci	Hon. A. R. Angers	Quebec.
Montreal, Centre	M. P. Ryan	Montreal.
Montreal, East	C. J. Coursol	Montreal.
Montreal, West	M. H. Gault	Montreal.
Muskoka	A. P. Cockburn	Gravenhurst, O.
Napierville	S. Coupal *dit* La Reine	Napierville, Q.
New Westminster	T. R. McInnes	New Westm'r, B.C
Niagara	J. B. Plumb	Niagara.
Nicolet	F. X. O. Methot	St. Pierre les, B.Q.
Norfolk, N. R.	John Charlton	Lynedoch, O.
Norfolk, S. R	Wm. Wallace	Simcoe, O.
Northumberland N. B.	J. B. Snowball	Chatham, N. B.
Northum'd, O., E. R.	Joseph Keeler	Colborne, O.
Northum'd, O., W. R.	Hon. Jas. Cockburn	Ottawa.
Ontario, N. R.	George Wheler	Uxbridge, O.
Ontario, S. R.	F. W. Glen	Oshawa, O.
Ottawa, City	J. M. Currier	Ottawa.
	Joseph Tassé	Ottawa.
Ottawa, County	Alonzo Wright	Ironside, Hull, Q.
Oxford, N. R.	Thomas Oliver	Woodstock, O.
Oxford, S. R.	James A. Skinner	Woodstock, O.
Peel	Wm. Elliott	Brampton O.
Perth, N. R.	S. R. Hesson	Stratford, O.
Perth, S. R.	James Trow	Stratford, O.
Peterboro', E. R.	John Burnham	Ashburnham, O.
Peterboro', W. R.	George Hilliard	Peterboro', O.
Pictou	Hon. Jas. McDonald	Ottawa.
	Robert Doull	Pictou, N. S.
Pontiac	John Poupore	Chichester, Q.
Portneuf	R. P. Vallée	Quebec.
Prescott	Felix Routhier	Vankleek Hill, O.
Prince, P. E. I	Edward Hackett	Tignish, P. E. I.
	James Yeo	Port Hill, P. E. I.
Prince Edward	James S. McCuaig	Picton, O.
Provencher	Hon. Joseph Royal	Winnipeg, M.
Quebec, Centre	Jacques Malouin	Quebec.
Quebec, East	Hon. Wilfrid Laurier	Arthabaskaville.
Quebec, West	Hon. T. McGreevy	Quebec.
Quebec County	P. A. Caron	Quebec.
Queens, N. B.	George G. King	Chipman, N. B.
Queens, N. S.	S. T. R. Bill	Liverpool, N. S.
Queens, P. E. I.	Hon. J. C. Pope	Ottawa.
	F. De St. C. Brecken	Charlottetown.
Renfrew, N. R.	Peter White, jun	Pembroke, O.
Renfrew, S. R.	Wm. Bannerman	Renfrew, O.
Restigouche	George Haddow	Dalhousie, N. B.
Richelieu	L. H. Massue	St. A. de Verennes
Richmond, N. S.	Edmund P. Flynn	Arichat, N. S.
Richmond & Wolfe, Q.	Wm. B. Ives	Sherbrooke, Q.
Rimouski	J. B. R. Fiset	Rimouski, Q.
Rouville	George A. Gigault	St. Cesaire, Q.
Russell	Hon. John O'Connor	Ottawa.
St. Hyacinthe	Louis Tellier	St. Hyacinthe, Q.
St. John, N. B., City	Hon. Isaac Burpee	St. John, N. B.
	C. W. Weldon	St. John, N. B.
St. John, N. B., City and County	Hon. Sir S. L. Tilley, C.B.	Ottawa.
St. Johns, Q.	François Bourassa	Belle Alodie, Q.
St. Maurice	L. L. L. Desaulniers	Montreal.
Selkirk	Hon. D. A. Smith	Montreal.
Shefford	Hon. L. S. Huntington	Waterloo, Q.
Shelburne	Thomas Robertson	Barrington, N. S.
Sherbrooke	Edward T. Brooks	Sherbrooke, Q.
Simcoe, N. R.	D. McCarthy	Barrie, O.
Simcoe, S. R.	Wm. C. Little	Allandale, O.
Soulanges	Jacques P. Lantier	St. Polycarpe, Q.
Stanstead	Charles C. Colby	Stanstead, Q.
Stormont	Oscar Fulton	Avonmore, O.
Sunbury	Charles Burpee	Sheffield, N. B.
Temiscouata	P. E. Grandbois	Riviere du Loup (en bas) Q.
Terrebonne	Hon. L. F. R. Masson	Ottawa.
Three Rivers	Hon. H. Langevin, C.B.	Ottawa.
Toronto, Centre	Robert Hay	Toronto.
Toronto, East	Samuel Platt, sen	Toronto.
Toronto, West	Hon. J. B. Robinson	Toronto.
Two Mountains	J. B. Daoust	St. Eustache.
Vancouver Island	Arthur Bunster	Victoria, B. C.
Vaudreuil	J. B. Mongenais	Rigaud, Q.
Verchères	Hon. F. Geoffrion	Verchères, Q.
Victoria, B. C.	Sir J. A. Macdonald	Ottawa.
	A. De Cosmos	Victoria, B. C.
Victoria, N. B.	John Costigan	Grand Falls, N.B.
Victoria, N. S.	Duncan McDonald	English Town, N.S
Victoria, O., N. R.	Hector Cameron	Toronto.
Victoria, O., S. R.	Arthur McQuade	Omemee. O.
Waterloo, N. R.	Hugo Kranz	Berlin, O.
Waterloo, S. R	Samuel Merner	New Hamburg, O.
Welland	C. W. Bunting	Toronto.
Wellington, C. R.	George T. Orton	Fergus, O.
Wellington, N. R	G. A. Drew	Elora, O.
Wellington, S. R.	Donald Guthrie	Guelph.
Wentworth, N. R	Thomas Bain	Strabane, O.
Wentworth, S. R	Joseph Rymal	Barton, O.
Westmoreland	Hon. Sir A. J. Smith	Dorchester, N. B.
Yale	F. J. Barnard	Victoria, B. C.
Yamaska	Fabian Vanasse	Montreal.
Yarmouth	Frank Killam	Yarmouth, N. S.
York, N. B.	John Pickard	Fredericton, N.B.
York, O., E. R.	A. Boultbee	Toronto.
York, O., N. R.	Frederick W. Strange	Toronto.
York, O., W. R.	N. C. Wallace	Woodbridge, O.

CHIEF PERMANENT OFFICIALS OF THE HOUSE.—Alfred Patrick, Clerk of the House; Henry Hartney, Deputy to the Clerk of the House and Accountant; John G. Bourinot, Principal Clerk Assistant.

PROVINCE OF ONTARIO.

SEAT OF GOVERNMENT—TORONTO.

LIEUTENANT GOVERNOR.—The Hon. D. A. Macdonald, Toronto. Capt. Forsyth Grant, *Private Secretary.*

EXECUTIVE COUNCIL.

Attorney General	Hon. Oliver Mowat.
Minister of Education	" Adam Crooks.
Commissioner of Crown Lands	" T. B. Pardee.
Commissioner of Public Works	" C. F. Fraser.
Treasurer and Commissioner of Agriculture	" S. C. Wood.
Secretary and Registrar	" A. S. Hardy.

J. G. Scott, Q.C., *Clerk of Executive Council.* J. Lonsdale Capreol, *Assistant Clerk.*

HOUSE OF ASSEMBLY.

HON. CHARLES CLARKE, Speaker.

CONSTITUENCIES.	NAME.	P. O. ADDRESS.
Addington	H. M. Deroche	Napanee.
Algoma	Robert Adam Lyon	Michael's Bay.
Brant, N. R.	James Young	Galt.
Brant, S. R.	Hon. A. S. Hardy	Toronto.
Brockville	Hon. C. F. Fraser	Brockville.
Bruce, N. R.	D. Sinclair	Paisley.
Bruce, S. R	Hon. R. M. Wells	Toronto.
Cardwell	Charles Robinson	Claude.
Carleton	G. W. Monk	South March.
Cornwall	William Mack	Cornwall.
Dufferin	William Jelly	Shelburne.
Dundas	Andrew Broder	West Winchester.
Durham, E. R.	John Rosevear	Port Hope.
Durham, W. R.	Jas. W. McLaughlin	Bowmanville.
Elgin, E. R	T. Macintyre Nairn	Aylmer, West.
Elgin, W. R.	John Cascaden	Iona.
Essex, N. R.	Solomon White	Windsor.
Essex, S. R.	Lewis Wigle	Leamington.
Frontenac	D. D. Calvin	Kingston.
Glengarry	Donald Macmaster	Williamstown.
Grenville, S. R	Frederick J. French	Prescott.
Grey, N. R.	D. Creighton	Owen Sound.
Grey, E. R.	A. W. Lauder	Toronto.
Grey, S. R.	J. H. Hunter	Durham.
Haldimand	Jacob Baxter	Cayuga.
Halton	David Robertson	Milton.
Hamilton	John M. Gibson	Hamilton.
Hastings, W. R	Alex. Robertson	Belleville.
Hastings, E. R	N. S. Appleby	Shannonville.
Hastings, N. R.	G. H. Boulter	Stirling.
Huron, E. R.	T. Gibson	Wroxeter.
Huron, S. R.	Archibald Bishop	Hay.
Huron, W. R.	A. McLagan Ross	Goderich.
Kent, E. R.	D. McCraney	Bothwell.
Kent, W. R.	Edward Robinson	Chatham.
Kingston	James H. Metcalfe	Kingston.
Lambton, E. R.	Peter Graham	Warwick.
Lambton, W. R.	Hon. T. B. Pardee	Toronto.
Lanark, N. R.	Wm. C. Caldwell	Lanark.
Lanark, S. R.	William Lees	Fallbrook.
Leeds, N. R.	H. Merrick	Merrickville.
Leeds, S. R.	Wm. Richardson	Seeley's Bay.
Lennox	George D. Hawley	Bath.
Lincoln	Sylvester Neelon	St. Catharines.
London	W. R. Meredith	London.
Middlesex, E. R.	R. Tooley	Belmont.
Middlesex, N. R.	John Waters	Springbank.
Middlesex, W. R.	J. Watterworth	Wardsville.
Monck	Richard Harcourt	Welland.
Muskoka	John C. Miller	Toronto.
Norfolk, S. R.	William Morgan	Port Rowan.
Norfolk, N. R.	John B. Freeman	Simcoe.
Northumberland, E.	Jas. M. Ferris	Campbellford.
Northumberland, W.	John C. Field	Cobourg.
Ontario, N. R.	Thos. Paxton	Port Perry.
Ontario, S. R.	John Dryden	Brooklin.
Ottawa	Patrick Baskerville	Ottawa.
Oxford, N. R.	Hon. Oliver Mowat	Toronto.
Oxford, S. R.	Hon. Adam Crooks	Toronto.
Peel	K. Chisholm	Brampton.
Perth, N. R.	D. D. Hay	Listowel.
Perth, S. R.	Thos. Ballantyne	Stratford.
Peterboro', E. R.	Thomas Blezard	Peterboro'.
Peterboro', W. R.	W. H. Scott	Peterboro'.
Prescott	William Harkin	Vankleek Hill.
Prince Edward	G. Striker	Picton.
Renfrew, S. R.	James Bonfield	Eganville.
Renfrew, N. R.	Thomas Murray	Pembroke.
Russell	A. J. Baker	Metcalfe.
Simcoe, E. R.	Herman H. Cook	Toronto.
Simcoe, S. R.	Wm. J. Parkhill	Randwich.
Simcoe, W. R	Thos. Long	Collingwood.
Stormont	Joseph Kerr	Farran's Point.
Toronto, East	Hon. Alex. Morris	Toronto.
Toronto, West	Robert Bell	Toronto.
Victoria, N. R.	Samuel S. Peck	Minden.
Victoria, S. R.	Hon. S. C. Wood	Toronto.
Waterloo, N. R.	M. Springer	Waterloo.
Waterloo, S. R.	James Livingston	Baden.
Welland	Daniel Near	Humberstone.
Wellington, N. R.	Robert McKim	Parker.
Wellington, C. R	C. Clarke	Elora.
Wellington, S. R.	James Laidlaw	Guelph.
Wentworth, N. R.	J. McMahon	Dundas.
Wentworth, S. R.	F. M. Carpenter	Stoney Creek.
York, E. R.	G. W. Badgerow	Toronto.
York, W. R.	Peter Patterson	Patterson.
York, N. R	J. H. Widdifield	Newmarket.

CHIEF PERMANENT OFFICERS OF THE LEGISLATIVE ASSEMBLY.—Charles T. Gilmor, Clerk of the House and Clerk of the Crown in Chancery; Arthur H. Sydere, Clerk Assistant; F. J. Glackmeyer, Sergeant-at-Arms.

PROVINCE OF QUEBEC.

SEAT OF GOVERNMENT—QUEBEC.

LIEUTENANT GOVERNOR.—Hon. Theodore Robitaille; Capt. Henry Sheppard, Aide-de-Camp.

EXECUTIVE COUNCIL.

Premier and Minister of Agriculture and Public Works	Hon. J. A. Chapleau.
Attorney-General	" L. O. Loranger.
Treasurer	" J. G. Robertson.
Provincial Secretary	" E. T. Paquet.
Speaker Legislative Council	" J. J. Ross.
Commissioner of Crown Lands	" E. J. Flynn.
Solicitor-General	" W. W. Lynch.

OFFICERS.—F. Fortier, Clerk Executive Council; G. Grenier, Deputy Clerk.

LEGISLATIVE COUNCIL.

HON. JOHN JONES ROSS, Speaker.

DIVISION.	NAME.	P. O. ADDRESS.
Alma	Hon. Jean Louis Beaudry.	Montreal.
Bedford	" Thomas Wood	Dunham Flats.
Chaouinigane	" John Jones Ross	Ste. An. de la Per.
De Lanaudiere	" Pierre E. Dostaler	Berthier.
De la Durantay	" Edouard Remillard	Quebec.
De la Valliere	" Jean Bte. G. Proulx.	Nicolet.
De Lorimier	" J. G. Laviolette	Napierville
De Salaberry	" H. Starnes	Montreal.
Grandville	" Elizee Dionne	Ste. An. de la Poc.
Gulf	" Thomas Savage	Cape Cove.
Inkerman	" George Bryson	Mansfield.
Kennebec	" Joseph Gaudet	Gentilly.
La Salle	" Louis Panet	Quebec.
Laurentides	" Jean Elie Gingras	Quebec.
Lauzon	" A. R. C. de Lery	Quebec.
Mille Isles	" Felix H. Lemaire	St. Benoit.
Repentigny	" Louis Archambeault.	L'Assomption.
Rigaud	" E. Prudhomme	Parish Montreal.
Rougemont	" P. B. de LaBruere	St. Hyacinthe.
Sorel	" P. E. Roy	St. Pie.
Stadacona	" John Hearn	Quebec.
Victoria	" James Ferrier	Montreal.
Wellington	" W. H. Webb	Melbourne.

CHIEF OFFICERS OF THE LEGISLATIVE COUNCIL.—G. B. de Boucherville, Clerk, Master in Chancery and Accountant; S. S. Hatt, Gentleman Usher Black Rod; T. E. Roy, Sergeant-at-Arms.

LEGISLATIVE ASSEMBLY.

HON. ARTHUR TURCOTTE, Speaker.

CONSTITUENCIES.	NAME.	P. O. ADDRESS.
Argenteuil	Robert J. Meikle	Lachute.
Bagot	Narcisse Blais.	St. Liboire.
Beauce	Joseph Poirier	St. Joseph.
Beauharnois	Célestin Bergerin	St. Timothée.
Bellechasse	P. Boutin.	St. Raphaël.
Berthier	Joseph Robillard	Lanoraie.
Bonaventure.	J. L. Tarte	Quebec.
Brome	W. W. Lynch.	Knowlton.
Chambly	R. Prefontaine	Montreal.
Champlain	D. N. St. Cyr	St. Anne de la Pe-rade.
Charlevoix.	O. Gauthier	St. Urbain.
Chateauguay.	Edouard Laberge	Ste Philomène.
Chicout. and Saguenay.	W. E. Price	Saguenay.
Compton	W. Sawyer	Sawyerville.
Deux-Montagnes.	Charles L. Champagne	St. Eustache.
Dorchester.	N. Audet.	St. Anselme.
Drum. & Arthabaska	W. J. Watts	Drummondville.
Gaspé.	Hon. Edmond J. Flynn	Quebec.
Hochelaga.	Hon. Louis Beaubien	Montreal.
Huntingdon.	Dr. A. Cameron	Huntingdon.
Iberville	Louis Molleur	St. Jean.
Jacques Cartier.	N. M. LeCavalier	St. Laurent. [lois.
Joliette	V. P. Lavallée	St. Felix de Va-
Kamouraska	Charles Ant. Er. Gagnon	Riviere Ouelle.
Laprairie.	L. B. A. Charlebois	Laprairie.
L'Assomption	Onulphe Pelletier	L'Epiphanie.
Laval.	L. O. Loranger	Montreal.
Lévis.	Hon. E. T. Paquet	St. Nicholas.
L'Islet	J. Bte. Dupuis	St. Roch des Aul-nets.
Lotbinière.	Hon. H. G. Joly.	Quebec.
Maskinongé	Edouard Caron	Riv. du Loup.
Megantic	Hon. George Irvine	Quebec.
Missisquoi	Ernest Racicot	Sweetsburg.
Montcalm.	Octave Magnan	St. Alexis.
Montmagny.	L. N. Fortin	Cap St. Ignace.
Montmorency	Charles Langelier	Quebec.
Montreal, Centre.	H. A. Nelson	Montreal.
Montreal, East.	L. O. Taillon	Montreal.
Montreal, West	James McShane	Montreal.
Napierville	L. D. Lafontaine	St. Edouard.
Nicolet	C. E. Houde	St. Célestin.
Ottawa (County).	L. Duhamel	Wright Township
Pontiac.	Hon. L. R. Church	Aylmer.
Portneuf	Hon. Frs. Langelier	Quebec.
Quebec, Centre.	R. Rinfret	Quebec.
Quebec, East.	Joseph Shehyn	Quebec.
Quebec, West	A. H. Murphy	Quebec.
Quebec (County)	Hon. D. A. Ross	Quebec.
Richmond and Wolfe	Jacques Picard	Wotton
Richelieu	Michael Mathieu	Sorel.
Rimouski.		
Rouville.	F. G. Bouthillier	Montreal.
St. Hyacinthe	Hon. H. Mercier	St. Hyacinthe.
St. John's.	Hon. F. G. Marchand	St. Jean de Iber-ville
St. Maurice.	F. S. L. Desaulniers	Yamachiche
Shefford.	J. Lafontaine	Roxton Falls.
Sherbrooke.	Hon. J. G. Robertson	Sherbrooke.
Soulanges.	William Duckett	Coteau Landing.
Stanstead.	Henry Lovell	Coaticook.
Temiscouata.	G. H. Deschênes	St. Epiphanie.
Terrebonne	Hon. J. A. Chapleau.	Montreal.

CONSTITUENCIES.	NAME.	P. O. ADDRESS.
Three Rivers.	Hon. A. Turcotte (Speaker)	Three Rivers.
Vaudreuil.	Emery Lalonde	Ste. Marthe.
Verchères	Achille Larose	Verchéres.
Yamaska	J. C. S. Wurtele.	Montreal.

CHIEF OFFICIALS OF THE LEGISLATIVE ASSEMBLY.—Louis Deiorme, Clerk of the House; Etienne Simard, Assistant Clerk; J. D. L. May, Librarian; Gédéon LaRoque, Sergeant-at-Arms.

PROVINCE OF NEW BRUNSWICK.

SEAT OF GOVERNMENT—FREDERICTON.

LIEUTENANT-GOVERNOR.—His Honour the Honourable Robert Duncan Wilmot, P.C. Provincial Aide-de-Camp, Captain Alf. F. Street; Private Secretary, Henry Wilmot, Esq.

EXECUTIVE COUNCIL.

President.	Hon. Robert Young.
Attorney-General.	" J. J. Fraser, Q.C.
Provincial-Secretary	" W. Wedderburn, Q.C.
Chief Commis. Board of Works	" P. A. Landry.
Surveyor-General.	" M. Adams.
Solicitor-General.	" J. H. Crawford.
Member of Council	" Wm. E. Perley.
" "	" D. L. Hannington.

F. A. H. Straton, *Clerk.*

LEGISLATIVE COUNCIL.

HON. A. MCL. SEELY, President.

COUNTIES.	NAME.	P. O. ADDRESS.
Albert	Hon. J. Lewis.	Hillsboro'
Carleton	" James Ryan	Elgin.
Carleton	" Wm. Lindsay.	Woodstock.
Charlotte	" F. Hibbard	St. George.
Gloucester.	" R. Young	Caraquette.
Kent.	" O. McInerney	Richibucto.
King's	" John Flewwelling	Hampton.
Northumberland	" W. M. Kelly.	Chatham.
Queen's.	" Alex. McLeod	Coverdale.
Restigouche	" W. Hamilton	Dalhousie.
St. John	" Robert Robinson	Canterbury.
St. John (City)	" T. R. Jones	St. John.
Sunbury	" A. Harrison	Maugerville.
Victoria	" B. Beveridge.	Tobique.
Westmoreland.	" D. Hanington	Shediac.
York	" John A. Beckwith	Fredericton.

OFFICERS OF THE LEGISLATIVE COUNCIL.—George Botsford, Clerk; J. H. Phair, Assistant Clerk; R. R. Jouett, Usher of Black Rod.

HOUSE OF ASSEMBLY.

HON. B. R. STEVENSON, Speaker.

CONSTITUENCIES.	NAME.	P. O. ADDRESS.
Albert	Dr. Lewis.	Hillsborough.
"	G. S. Turner	Harvey.
Carleton	G. W. White	Centreville.
"	J. S. Leighton	Centreville.
Charlotte	Hon. B. R. Stevenson	St. Andrews.
"	George F. Hill	St. Stephen.
"	J. E. Lynot	St. George.
"	Thomas Botterell	St. David's
Gloucester	F. McManus	Caraquette.
"	Patrick Ryan	Caraquette
Kent	C. J. Sayre	Richibucto
"	U. Johnson.	St. Marys.
King's	Dr. E. A. Vail.	Sussex.
"	F. E. Morton	Sussex.
"	Hon. J. H. Crawford.	St. John.
Madawaska	L. Theriault	St. Leonards.
Northumberland	Hon. W. Adams.	Newcastle.
"	A. A. Davidson	Newcastle.
"	T. F. Gillespie	Chatham.
"	E. Hutchinson	Douglastown.
Queen's	Francis Wood.	Welsford.
"	Walter S. Butler	Sypher's Cove.
Restigouche	Cunard Barbeirie	Campbellton.
"	Thomas Kenney.	Dalhousie.
St. John	D. McLellan	Portland.
"	William Elder.	St. John.
"	R. J. Ritchie	St. John.
"	Edward Willis.	St. John.
St. John (City)	Robert Marshall.	St. John.
"	Hon. W. Wedderburn	St. John.
Sunbury	Hon. W. E. Perley	Blissville.
"	J. S. Covert.	Maugerville.
Victoria	W. B. Beveridge.	Tobique.
Westmoreland	A. E. Killam	Salisbury.
"	Hon. P. A. Landry.	Dorchester.
"	Hon. D. L. Hannington.	Dorchester.
"	Jos. L. Black	Sackville.
York	A. G. Blair	Fredericton.
"	Hon. J. J. Fraser, Q.C.	Fredericton.
"	F. P. Thompson.	Fredericton.
"	George Colter.	Douglas.

OFFICERS OF THE HOUSE OF ASSEMBLY.—G. J. Bliss, Clerk; J. Richards, Clerk Assistant; H. Beckwith, Sergeant-at-Arms.

PROVINCE OF NOVA SCOTIA.

SEAT OF GOVERNMENT—HALIFAX.

LIEUTENANT-GOVERNOR—His Honour the Hon. Adams George Archibald. Lieut. John Hicks, R. N., Private Secretary; Lieut.-Col. H. W. Clarke, N. S. M., and Lt.-Col. Chas. J. Stewart, 1st Brig. Mil. Artillery, Provincial Aides-de-Camp.

EXECUTIVE COUNCIL.

Provincial Secretary	Hon. Simon H. Holmes.
Attorney-General	" John S. D. Thompson.
Commissioner of Works and Mines	" Samuel Creelman.
Member of Council	Hon. Nathaniel W. White.
" "	" Wm. B. Troop.
" "	" C. J. Townshend.
" "	" James S. McDonald.
" "	" H. F. McDougall.

RETIRED MEMBERS OF EXECUTIVE COUNCIL (retaining their rank and precedence, by special permission of Her Majesty).—Hon. Sir Wm. Young, Hon. Sir Charles Tupper, C.B., Hon. William A. Henry, Hon. James McDonald, Hon. Samuel L. Shannon, Hon. Alexander McFarlane, Hon. Adams G. Archibald.

LEGISLATIVE COUNCIL.

HON. ROBERT BOAK, President.

NAME.	P. O. ADDRESS.
Hon. Robt. M. Cutler	*Guysborough.*
" Wm. C. Whitman	*Annapolis.*
" John McKinnon	*Antigonish.*
" Samuel Creelman	*Stewiacke.*
" D. McN. Parker	*Halifax.*
" James Fraser	*Pictou.*
" Hugh Cameron	*Mabou.*
" Charles Dickie	*Cornwallis.*
" Robert Boak, Jun	*Halifax.*
" E. R. Oakes	*Digby.*
" A. McN. Cochran	*Maitland.*
" James Butler	*Halifax.*
" Charles Boudroit	*Arichat.*
" C. M. Francheville.	*Guysborough.*
" John B. Dickie	*Truro.*
" David McCurdy	*Baddeck.*
" H. Black	*Cumberland.*
" J. S. McDonald	*Halifax.*
" Loran E. Baker	*Yarmouth.*
" Thos. E. Morrison	*Londonderry.*

OFFICERS.—John G. Halliburton, Clerk; Robert Romans, Gentleman Usher of the Black Rod.

HOUSE OF ASSEMBLY.

HON. E. T. MOSELEY, Speaker.

CONSTITUENCIES.	NAME.
Annapolis	Hon. Wm. B. Troop.
"	Caleb W. Shafner.
Antigonishe	Hon. John S. D. Thompson.
"	Angus McGillivray.
Cape Breton	Hon. E. Tilton Moseley.
"	Hector F. McDougall.
Colchester	Wm. A. Patterson.
"	Wm. Blair.
Cumberland	Hon. C. J. Townshend.
"	Edward Vickery.
Digby	Benjamin Vanblaricom.
"	Henry M. Robicheau.
Guysborough	James W. Hadley.
"	Alex. N. McDonald.
Halifax	J. F. Stairs.
"	Wm. D. Harrington.
"	John Pugh.
Hants	Nathaniel Spence.
"	Thomas B. Smith.
Inverness	Duncan J. Campbell.
"	Alexander Campbell.
King's	Wm. C. Bell.
"	Hon. James S. McDonald.
Lunenburgh	Charles A. Smith.
"	Edward James.
Pictou	Hon. Simon H. Holmes.
"	Alexander McKay.
"	Adam C. Bell.
Queen's	L. S. Ford.
"	James C. Bartling.
Richmond	Isedore LeBlanc.
"	Alexander McCuish.
Shelburne	Hon. N. W. White.
"	Nehemiah McGray.
Victoria	Wm. F. McCurdy.
"	John Morrison.
Yarmouth	Albert Gayton.
"	Joseph R. Kenney.

CHIEF OFFICERS OF THE HOUSE OF ASSEMBLY.—Clerk, H. C. D. Twining; Assistant Clerk, J. S. McKinnon; Sergeant-at-Arms, E. A. Pyke.

PROVINCE OF PRINCE EDWARD ISLAND.

SEAT OF GOVERNMENT—CHARLOTTETOWN.

LIEUTENANT-GOVERNOR—Hon. T. Heath Haviland; Eustace Haviland, Private Secretary; Lt.-Col. James Peake and Lt.-Col. Robinson Hodgson, Provincial Aides-de-Camp.

EXECUTIVE COUNCIL.

Attorney-General	Hon. W. W. Sullivan.
Minister of Public Works	" Donald Ferguson.
Provincial Secretary and Treasurer	" Neil McLeod.
Member of Council	" Samuel Prowse.
" "	" John Yefurgey.
" "	" Joseph Wightman.
" "	" Wm. Campbell.
" "	" J. O. Arsnault.
" "	" Peter Gavin.

W. C. Des Brisay, *Clerk.*

LEGISLATIVE COUNCIL.

HON. JOHN BALDERSTON, President.

Queen's Co.	*Charlottetown and Royalty*	Hon. Thomas W. Dodd.
	1st District	Hon. A. B. McKenzie.
	"	" John Balderston.
	2nd District	" L. McMillan.
	"	" R. Munn.
King's Co.	*1st District*	Hon. L. Rickham.
	"	" Simon Bulger.
	2nd District	" Joseph Wightman.
	"	" Thomas Annear.
Prince Co.	*1st District*	" Richard B. Reid.
	"	" Benjamin Rogers.
	2nd District	" Alexander Laird.
	"	" Stewart Burns.

OFFICERS OF LEGISLATIVE COUNCIL.—John Ball, Clerk; John G. Scrimgeor, Usher of Black Rod and Sergeant-at-Arms.

HOUSE OF ASSEMBLY.

HON. JOHN A. MCDONALD, Speaker.

Queen's Co.	*Charlottetown and Royalty*	Hon. Neil McLeod.
		" G. W. DeBlois.
	1st District	Donald Cameron.
	"	Wm. Campbell.
	2nd District	Donald MacKay.
	"	Donald Farquharson.
	3rd District	Robert Shaw.
	"	D. A. Macdonald.
	4th District	Duncan Crawford.
	"	James Nicholson.
Prince Co.	*1st District*	Hon. Peter Gavin.
	"	F. S. Perry.
	2nd District	Hon. John Yeo.
	"	James W. Richard.
	3rd District	Hon. J. O. Arsnault.
	"	John A. McDonald.
	4th District	A. E. C. Holland.
	"	G. W. Bentley.
	5th District	Hon. John Lefurgey.
	"	Angus McMillan.
King's Co.	*Georgetown and Royalty*	Hon. Daniel Gordon.
		" A. J. Macdonald.
	1st District	John C. Underhay.
	"	Lauchlan Macdonald.
	2nd District	Hon. Wm. W. Sullivan.
	"	Wm. Hooper.
	3rd District	J. E. Macdonald.
	"	Donald Ferguson.
	4th District	Hon. Samuel Prowse.
	"	William A. Poole.

Clerk of the Assembly—Arch. McNeill.

PROVINCE OF BRITISH COLUMBIA.

SEAT OF GOVERNMENT—VICTORIA, V. I.

LIEUTENANT-GOVERNOR—Hon. A. N. Richards; Capt. Geo. Wm. Layton, Provincial Aide-de-Camp.

EXECUTIVE COUNCIL.

Attorney-General and Chief Commis. Land and Works	Hon. G. A Walkem.
Minister of Finance and Agriculture	" Robt. Beaven.
Pro. Sec. and Minister of Mines	" T. B. Humphreys.

LEGISLATIVE ASSEMBLY.

HON. F. W. WILLIAMS, Speaker; JOHN ROWLAND HETT, Clerk.

Cariboo	Hon. G. A. Walkem	Victoria.
"	Geo. Cowan	Barkerville.
"	Geo. Ferguson	Cariboo.
Comox	Hon. John Ash, M.D.	Victoria.
Cowichan	Wm. Smythe	Cowichan.
"	E. Pimbury.	Nanaimo.
Esquimault	Hon. F. W. Williams	Esquimault.
"	J. Helgesen	Metchosin.
Kootenay	C. Gallagher	Wild Horse Creek
"	W. Galbraith	Wild Horse Creek
Lillooet	W. M. Brown	15 Mile House.
"	W. Saul	70 Mile House.
Nanaimo	Jas. A. Abrams	Nanaimo.
N. Westminster City	E. Brown	N. Westminster.
N. Westminster Dis.	D. McGillivray	Sumas.
" "	W. J. Harris	Katsey.
Victoria City	Hon. R. Beaven	Victoria.
" "	W. Wilson	Victoria.
" "	J. S. Drummond.	Victoria.
" "	J. W. Williams	Victoria.
Victoria Dis.	Hon. T. B. Humphreys.	Victoria.
" "	W. McIlmoyle	North Saänich.
Yale	J. A. Mara	Kamloops.
"	F. G. Vernon.	Kamloops.
"	Preston Bennett.	Kamloops.

PROVINCE OF MANITOBA.

SEAT OF GOVERNMENT—WINNIPEG.

LIEUTENANT-GOVERNOR—Hon. Joseph E. Cauchon; Private Secretary, J. E. Cauchon, Jun.

EXECUTIVE COUNCIL.

Premier and Treasurer	Hon. J. Norquay.
Attorney-General	" D. M. Walker.
Minister of Public Works	" C. P. Brown.
Provincial Secretary.	" M. A. Girard.
Minister of Agriculture	" M. Goulet.

Rice M. Howard, *Clerk.*

LEGISLATIVE ASSEMBLY.

HON. GILBERT MCMICKEN, Speaker; THOMAS SPENCE, Clerk.

CONSTITUENCY.	NAME.
Assiniboia	Alex. Murray.
Baie St. Paul	Senator Girard.
Burnside	John Smith.
Cartier	Hon. G. McMicken
Dufferin, N	Andrew Laughlin.
Dufferin, S.	Wm. Winram.
Emerson	W. H. Nash.

CONSTITUENCIES.	NAME.
Gladstone	Hon. C. P. Brown.
High Bluff	J. A. K. Drummond.
Kildonan	A. M. Sutherland.
La Vèraudrye	Hon. M. Goulet.
Mountain	Thos. Greenway.
Morris	Joseph Taillefer.
Portage La Prairie	Dr. Cowan.
Rockwood	J. S. Aikins.
Springfield	A. W. Ross.
St. Agathe	Alex. Kittson.
St. Andrew's	Hon. John Norquay.
St. Boniface	A. A. C. La Rivière.
St. Clements	E. H. G. G. Hay.
St. Francois Xavier	Patrice Bréland.
Westbourne	Hon. D. M. Walker.
Winnipeg	Capt. Thos. Scott.
Woodlands	Wesley F. Lipsett.

NORTH-WEST TERRITORIES.

SEAT OF GOVERNMENT—BATTLEFORD.

LIEUTENANT-GOVERNOR — Hon. David Laird. COUNCIL — Matthew Ryan and Hugh Richardson, Stipendiary Magistrates, and Members of Council *ex officio*; Lieut.-Colonel James Farquharson McLeod, C.M.G., Commissioner of Police, Pascal Breland, Members of Council.

Lieut.-Colonel Acheson Gosford Irvine, Assistant Commissioner of Police; Amedée Forget, Clerk of the Council and Secretary to the Lieut.-Governor; Edouard Richard, Sheriff; William James Scott, Registrar.

NEWFOUNDLAND.

SEAT OF GOVERNMENT—ST. JOHN'S.

Governor, Commander-in-Chief and Vice-Admiral, Capt. Sir John Glover, R. N.; Private Secretary, H. H. MORGAN; Colonial Aide-de-Camp, Alex. Murray.

EXECUTIVE COUNCIL.

Attorney-General	Hon. W. V. Whiteway.
Solicitor-General	" W. J. S. Donelley.
Colonial Secretary	" E. D. Shea.
Receiver-General	" J. J. Rogerson.
Mem. of Council	" John Rorke.
" "	" Jas. S. Winder.

Clerk of the Council—Hon. E. D. Shea.

LEGISLATIVE COUNCIL.

Hon. Robert Alexander.	Hon. Chas. R. Ayer.
" James Fox.	" Aug. W. Harvey.
" Robt. Kent.	" Edward Morris.
" Stephen Randall.	" Edward D. Shea.
" Thos. Talbot.	" Peter G. Tessier.
" Robt. Thornburn.	" John H. Warren.
" Edward White.	" John Winter.

Clerk—Hugh F. Carter. Solicitor—Thos. J. Kough.

HOUSE OF ASSEMBLY.

Hon. A. J. W. MCNEILLY—Speaker.

CONSTITUENCY.	NAME.
Conception Bay	Hon. Ambrose Shea.
"	Charles Dawe.
"	Nathan Norman.
"	Hon. John Rorke.
"	A. Penny.
"	Joseph J. Little, Q.C.
"	Patrick Nowlan.
St. John's East	Robt. J. Kent.
"	Robt. J. Parson.
"	M. J. O'Meara.
St. John's West	Louis Tessier.
"	J. McLaughlan.
"	Patrick J. Scott.
Trinity Bay	Hon. Wm. V. Whiteway.
"	John Rendell.
"	James H. Watson.
Placentia and St. Mary's	Hon. W. J. S. Donelley.
"	James Collins.
"	Michael E. Dwyer.
Twillingsgate and Fogo	Hon. A. J. W. McNeilly.
"	S. B. Carter.
"	R. P. Rice.
Bonavista Bay	George Skelton.
"	Francis Winter.
"	James Saint.
Burin	Hon. J. J. Rogerson.
"	James S. Winter.
Ferryland	Joseph Greene.
"	James G. Conroy.
Burgeo and La Polle	Alex. M. McKay.
Fortune Bay	James O. Fraser.

Clerk of Assembly—John Stewart.

STAMP DUTIES.

Upon all notes, drafts, bills of exchange, &c., for amounts of $25 and over, made, drawn or accepted in Canada, the following scale of stamp duties shall be levied:

For $25, one cent.

For amounts over $25 and up to $50, two cents.

For amounts over $50 and up to $100, three cents.

For amounts exceeding $100, three cents for each $100, and three cents additional for each additional $100 or fraction thereof.

When drafts or bills of exchange are executed in duplicate, two cents on each part for the first $100, and the same for any additional fraction thereof; and if made in more than two parts, one cent each part for each $100 or fraction thereof.

Any interest made payable at maturity shall be counted as part of the whole.

The following are also liable to duty as above:

(1) Any bill, draft, order or instrument, for the payment of money by a bill or promissory note, whether such payment is required to be made to bearer or order; (2) letters of credit; (3) any receipt entitling party receiving it to receive a like sum from a third party.

The following instruments are free from stamp duties: notes, drafts, and all instruments under $25; bills of exchange drawn by H. M. Commissariat or other officers on H. M. Imperial or Provincial service, or any acceptance, endorsement, &c., by such officer on a bill of exchange drawn out of Canada, or any draft of or on any bank payable to the order of any such officer in his official capacity—or any note payable on demand to bearer—or any cheque, if the same be payable on demand—or any P. O. order—or any municipal debenture or coupon thereof—or any instrument executed by a notary in his official capacity.

Duties must be paid by affixing adhesive stamps, or by using stamped paper of the denomination required, in either which case the stamp is to be cancelled by writing thereon the signature or initials of the maker, drawer or witness attesting the signature of the maker or endorser of the instrument; or, the person affixing or witness attesting shall write or stamp thereon *the date*.

If this latter be neglected or omitted, any person stamping or writing a false date is liable to a fine of $100.

In case of promissory notes made or drawn in Canada, the method shall be by *adhesive stamps*, and *not* stamped paper.

If not stamped at time of drawing it may be done subsequently; the holder attaching *double* the amount of stamps required originally (with date of such being so attached), even if during time suit is in progress: provided that at the time it came into his hands he had no knowledge of any defects in the same, and that he proceeded to remedy such defects as soon as they came to his knowledge, even if such holder shall have acquired such knowledge only during proceedings in court.

The penalty for not affixing proper stamps to notes, &c., is $100, and any person who makes, draws, accepts, endorses, signs, or in any way becomes a party to such instrument, is liable to the same. They may, however, avoid such liability by *double* stamping the same, as above; this double stamping to remove any probable invalidity by reason of proper duty not having been paid at all, or not paid by the proper party, or at the proper time, or of any formality as to date or erasure of the stamps affixed having been omitted, or a wrong date placed thereon, &c.

After, however, any note or instrument requiring to be stamped has been settled or paid, no penalty shall be enforced by reason of any irregularity in stamping, unless it be shown that the party from whom a penalty is demanded was aware, before or at the date of maturity of such note or instrument, of such defect or irregularity, without remedying the same as above.

Notes or bills, &c., found amongst the securities of a deceased person, unstamped, insufficiently stamped, &c., become valid on affixing thereto (and properly cancelling) "double" stamps. Any irregularity as to stamping, &c., does not prevent any note or instrument from being admitted as evidence in criminal proceedings.

The Minister of Inland Revenue appoints agents—generally postmasters and post-stamp agents—to sell bill stamps, the same as postage stamps; and any one who forges, counterfeits or imitates, or procures to be forged, counterfeited or imitated any such stamp or stamped paper, or knowingly uses, offers, sells or exposes such for sale, or shall in any way aid or abet such forgery, counterfeit or imitation, shall be guilty of a felony, on conviction of which he shall be liable to imprisonment in the penitentiary for a term not exceeding twenty-one years.

Any banker or broker making, drawing, issuing, negotiating, presenting, receiving, or in any way holding any note or instrument not duly stamped, and who does not immediately affix and cancel the stamps called for by the Act in that behalf, not only becomes liable to a penalty of $500, but is by such neglect or proceeding debarred from recovering the same in any suit at law; and any person wilfully affixing to any note or instrument any cancelled stamp, or one which has been previously affixed to any other note or instrument, shall be guilty of a misdemeanor, and subject to a fine of $500.

POSTAL INFORMATION.

LETTER RATES, ETC.

Canada.—Letters posted in Canada, addressed to any place within the Dominion (including Manitoba, British Columbia and Prince Edward Island), 3 cents per ½ oz. or fraction thereof; if unpaid, such letters cannot be forwarded, but will be sent to the Dead Letter Office. If liable to more than one rate of postage, and insufficiently prepaid, the letter will be forwarded to its destination, and double the deficiency charged on delivery. Letters mailed at any office for delivery at or from the same office, are charged 1 cent each, and must be prepaid; otherwise they are sent to the Dead Letter Office.

Newfoundland.—Postage on letters 5 cents per ½ oz. or fraction thereof. Newspapers (*see* "Transient Newspapers"). Post cards, 2 cents each. Prepayment necessary.

United States.—The rate on letters to the United States is the same as in Canada, but must be prepaid.

United Kingdom.—Postage on letters 5 cents per ½ oz. or fraction thereof, whether by Canadian or New York steamers. If sent unpaid, double postage will be charged.

Post Cards.—From any place in Canada to any other place in Canada or to the United States, 1 cent each. British and Foreign, (including Newfoundland), 2 cents each.

REGISTRATION OF LETTERS.

Persons posting letters containing value should be careful to require them to be registered, and to obtain from the Postmaster a certificate of receipt for Registration.

The charge for Registration (use Registration Stamp) in addition to the postage, is as follows, viz.:

On letters to any other place in Canada or British North America	2 cents.
On letters for the United States, or United Kingdom	5 "
On parcels, patterns or samples (Canada only),	5 "
On book packets and newspapers to United Kingdom	5 "

Registration and foreign postage rates must in all cases be prepaid *in full* by stamps. Letters to other points within the Dominion weighing over ½ oz. and being insufficiently stamped, will be forwarded to destination, and double the amount of the deficiency charged on delivery.

Registered letter stamps have been issued of the above denominations, which may be obtained at any stamp agency.

Registration is not an absolute guarantee against the miscarriage or loss of a letter; but a registered letter can be traced where an unregistered letter can not, and the posting and delivery or non-delivery can be proven.

BOOK POST.

A Book Packet may contain any number of separate books, publications, works of literature or art, maps or prints, photographs, daguerreotypes, when not on glass or in frames containing glass; any quantity of paper, vellum or parchment (to the exclusion of letters); and the books, maps, papers, &c., may be either written, printed or plain, or any mixture of the three; and may be either British, Colonial or Foreign. No package must exceed 5 lbs. in weight, nor must the size exceed two feet in length, or one foot in width or depth.

Book Packets must be open at *both ends or both sides*, and must not contain any letter or sealed enclosure. For the sake of security they may be tied with a string; any Postmaster may cut this and examine the packet; but if nothing "contraband" be found therein, he must re-tie and forward it.

The rate on Book Packets between any two places in Canada, and to Newfoundland and the United States, is 1 cent per 4 oz. or fraction thereof, which must be prepaid by stamps.

PARCEL POST.

The charge on Parcels by the Parcel Post, which is limited to places within the Dominion, is 6 cents for every 4 oz. or fraction thereof, with 5 cents additional if registered. No letter must be enclosed; if any discovered, the amount paid will be forfeited, and the parcel charged at unpaid letter rates. No parcel must exceed 5 lbs. in weight, and must be prepaid by stamps.

Parcels cannot be transmitted by post to any place beyond the limits of the Dominion of Canada, nor can any parcel be forwarded to British Columbia or Manitoba *via* the United States, which exceeds in weight the limits of 2 lbs. 3 oz.

Eye glasses and spectacles may be sent by mail when properly put up and prepaid by Parcel Post.

MISCELLANEOUS MATTER.

Miscellaneous matter, described as under, may pass between places in the Dominion of Canada upon prepayment of a rate of 1 cent per 4 oz. The limit of weight is 4 lbs.

Under this head is comprised pamphlets, occasional publications, printed circulars, hand bills, book and newspaper manuscripts, printers' proof sheets, maps, drawings, engravings, photographs, when not on glass, sheet music, printed or written, deeds, insurance policies, &c.

This matter must be done up in covers, open at both ends or sides, or in such a manner as to be easily inspected by the Post Office authorities, and must contain no letter or other communication to serve the purpose of a letter.

TRANSIENT NEWSPAPERS.

Transient Newspapers—that is to say, Canadian newspapers posted otherwise than from the office of publication, and American or British papers posted or re-posted in Canada—must be prepaid if less than 1 oz., ½ cent; if over 1 oz., 1 cent for every 4 oz. or fraction thereof, prepaid by postage stamp, or they cannot be forwarded—except only *British Newspapers* which have been received through the mails by Canadian booksellers or news agents, and by them distributed to regular subscribers by mail; such papers pass free as they would do if received in the Canadian Packet Mails. Transient newspapers to the United Kingdom, 2 cents per 4 oz. Must be prepaid.

PERIODICAL PUBLICATIONS.

The rate on all periodicals, other than newspapers, passing by mail in Canada, save such as may be addressed to or received from the United Kingdom, is 1 cent per 4 oz. weight of package containing periodical matter, whether the package contains one or more numbers.

Any fraction of 4 oz. to be charged as a full rate.

Transient periodical matter posted in Canada must, in all cases, be prepaid by postage stamps.

Periodicals printed and published in Canada may be posted addressed to any place in the United Kingdom by Canadian packet, on *prepayment by postage stamp of 2 cents each number*.

No package of periodicals can be sent through the post if it exceeds 5 lbs. in weight.

PATTERNS AND SAMPLES WITHIN THE DOMINION.

Patterns and samples of merchandise and goods for sale, not exceeding 24 oz. in weight, may be posted in Canada, to be forwarded to any place within the Dominion, on prepayment by postage stamp of a rate of 1 cent per 4 oz., under the following regulations:

If such rate be not fully prepaid by the stamps affixed, the packet to be rated with the deficient postage and a fine of 5 cents in addition.

Packages of samples and patterns, addressed to any place in Canada, may be registered on affixing thereto a registered letter stamp of the value of 5 cents in addition to the postage rate, and provided such packet be handed into the Post Office for registration.

Patterns or samples must be sent in cover open at the ends, so as to be easy of examination. Samples, however, of seeds, drugs, &c., which cannot be sent in open covers, may be enclosed in bags of linen or such like material, fastened in such a manner that they may be readily opened; or in bags entirely closed, provided that they be transparent, so that the officers of the Post Office may be able to satisfy themselves as to the nature of the contents.

The packet may bear on the *outside* the address of the sender, in addition to the address of the person for whom it may be intended; and also a trade mark or number, and the price of the sample enclosed; *inside*, there must be no inclosure but the samples or patterns themselves. The particulars, however, of the trade marks, numbers, and prices, may be marked on the articles themselves, instead of on the outside of the packet, at the option of the sender.

Goods sent for sale or in execution of an order, however small the quantity may be, or any article sent by one private individual to

another, which are not actually trade patterns or samples, are not admissible.

UNITED STATES.

Patterns and samples of merchandise, posted for places in the United States, will continue to be subject to the special rate of 10 cents each, prepaid by postage stamps, and must not exceed 8 oz. in weight.

UNITED KINGDOM.

Patterns and Samples of Merchandize, when addressed to places in the United Kingdom, must not exceed 8 oz. in weight, and must be prepaid by postage stamps at the following rates :—2 cents per 2 oz. or fraction thereof.

FOREIGN LETTER AND NEWSPAPER RATES.

Countries.	Letters.	Newspapers.
	P. ½ oz.	Each.
Africa, West Coast	10 cts.	4 cts.
Australia, S. & W.	15 "	4 "
Austria	5 "	2 "
Belgium	5 "	2 "
Brazil	10 "	4 "
Buenos Ayres	10 "	4 "
Cape of Good Hope	15 "	4 "
Ceylon	10 "	4 "
China (including Hong Kong)	10 "	4 "
Cuba	5 "	2 "
Egypt	5 "	2 "
Fiji Islands	7 "	4 "
France	5 "	2 "
Germany	5 "	2 "
Gibraltar	5 "	2 "
Holland	5 "	2 "
India	10 "	4 "
Italy	5 "	2 "
Japan	10 "	4 "
Madeira	5 "	2 "
Mauritius	10 "	4 "
Mexico	10 "	4 "
Monte Video	27 "	4 "
New South Wales	15 "	4 "
New Zealand	15 "	4 "
Portugal	5 "	2 "
Queensland	15 "	4 "
Russia	5 "	2 "
Sandwich Islands	8 "	4 "
St. Pierre et Miquelon	5 "	2 "
Sierra Leone	10 "	4 "
Spain	5 "	2 "
Sweden	5 "	2 "
Switzerland	5 "	2 "
Tasmania	15 "	4 "
Turkey	5 "	2 "

WEST INDIES—VIA NEW YORK AND HALIFAX.

Via New York for Costa Rica, Curacoa, Nicaragua, Panama, and Danish West Indies, Letters 10 cents per ½ oz. ; *via* New York for Bahamas, Hayti and San Domingo, Letters 7 cents per ½ oz. ; *via* New York for Bermuda, Cuba and Jamaica, Letters 5 cents per ½ oz., Newsapers, 2 cents each, West Indies, except where otherwise stated ; postage on Letters *via* New York, 15 cents per ½ ox. ; Newspapers, 4 cents each. Postage on Letters *via* Halifax, 10 cents per ½ oz. ; Newspapers, 4 cents each.

USEFUL HINTS.

Register all valuable letters.
Transmit money by Money Orders.
Make complaints and inquiries in writing.
Perserve, and request correspondents to preserve, envelopes of mis-sent or delayed letters.
Send to the Postmaster envelopes of letters about which you seek information or make complaint.
In addressing letters, add the name of the *County* and *Province* in which the office addressed is located.
Place stamp on the right hand upper corner of the address side.
Put your own name and full address in or on letter, to insure return if it cannot be delivered.

MONEY ORDERS ON THE UNITED KINGDOM.

The Money Order Offices throughout the Dominion also draw upon all the Money Order Offices in England, Ireland, and Scotland, and the Channel Islands, for any sum up to £10 sterling ; and grant as many orders for £10 sterling each as may be needed to make up the amount to be remitted. The terms are as under :

On Orders up to £2 sterling	$0 25
" over 2 and up to £5	0 50
" " 5 " 7	0 75
" " 7 " 10	1 00

MONEY ORDERS IN CANADA.

All the Money Order Offices of Canada are authorized to draw Money Orders on each other for any sum up to $100, and for as many Orders of $100 each as the applicant may require, upon the following terms, viz. :

In Ontario, Quebec, Nova Scotia, Manitoba, New Brunswick and Prince Edward Island.

On Orders up to..$4	2 cents.
Over $4 and up to 10	5 "
" 10 " 20	10 "
" 20 " 40	20 "
" 40 " 60	30 "
" 60 " 80	40 "
" 80 " 100	50 "

MONEY ORDERS ON NEWFOUNDLAND.

The Money Order Offices in Ontario, Quebec, Nova Scotia, New Brunswick, Manitoba and Prince Edward Island, draw also upon the Money Order Offices in Newfoundland. The Orders, like those of the United Kingdom, are payable in sterling money, and for sums up to £20 sterling. The terms are :

For Orders up to £5	0 25
" over 5 and up to £10	0 50
" " 10 " 15	0 75
" " 15 " 20	1 00

The Money Order Post Offices are furnished with lists of all the Money Order Offices in the United Kingdom, Ontario, Quebec, Nova Scotia, New Brunswick, Prince Edward Island and Newfoundland ; and the Postmasters are instructed to afford every information in their power in respect of the places upon ~~which~~ they draw, together with any other information relating to such issues as the intending remitters may desire.

MONEY ORDERS ON THE UNITED STATES.

Money Orders on the United States are drawn in Canada currency, and may be for any sum not exceeding $40. Postmasters are, however, at liberty to issue two or more separate orders on the United States for $40 each.

The rate of commission charged on Money Orders on the United States is :

For any sum not exceeding $20.....25 cents.
Exceeding $20 and not exceeding $40....40 "

Money Orders issued in Canada on the United States, are converted into and payable at their value in United States currency.

Money Orders issued in the United States on Canada are drawn in United States currency, and converted into and payable at their value in Canada currency.

POST OFFICE SAVINGS BANK.

Post Office Savings Banks in Ontario and Quebec (also at Winnipeg, Man.), are open daily for the receipt and repayment of deposits, during the ordinary hours of Post Office business.

The direct security of t he Dominion is given by the Statute for all deposits made.

Any person may have a deposit account, and may deposit yearly any number of dollars, from $1 up to $300, or more with the permission of the Postmaster-General.

Deposits may be made by married women, and deposits so made, or made by women who shall afterwards marry, will be repaid to any such woman.

Deposits for children under 10 years of age may be made—

Firstly—By a parent or friend as trustee for the child, in which case the deposits can be withdrawn by the trustee until the child shall attain the age of ten years, after which time repayment will be made only on the joint receipts of both trustee and child.

Secondly—In the child's own name—and, if so deposited, repay ment will not be made until the child shall attain the age of ten years.

A depositor in any of the Savings Bank Post Offices may continue his deposits at any other of such offices, without notice or change of Pass Book, and can withdraw money at that Savings Bank Office which is most convenient for him.

Each depositor is supplied with a Pass Book, which is to be produced to the Postmaster every time the depositor pays in or withdraws money, and the sums paid in or withdrawn are entered therein by the Postmaster receiving or paying the same.

Each depositor's account is kept in the Postmaster-General's office, in Ottawa, and in addition to the Postmaster's receipt in the Pass Book a direct acknowledgment from the Postmaster-General for each sum paid in is sent to the depositor. If this acknowledgment does not reach the depositor within ten days from the date of his deposit, he must apply immediately to the Postmaster-General, by letter, being careful to give his address, and, if necessary, write again, because the Postmaster's receipt or entry in the Pass Book is not sufficient without the further receipt for the money from Ottawa.

Every depositor must send his book once a year, viz., on the anniversary of his first deposit, for comparison with the books of the Department, and for insertion of interest. The book will be returned by first mail. At no other time should a depositor suffer his book to be out of his own possession.

When a depositor wishes to withdraw money, he can do so by applying to the Postmaster-General, who will send him by return of mail a cheque for the amount, payable at whatever Savings Bank Office the depositor may have named in his application.

Interest at the rate of 4 per cent. per annum is allowed on deposits, and the interest is added to the principal on the 30th June in each year.

At Little Gaspé Cove, also, mines have been opened, from which specimens of sixty per cent. ore have been obtained.

In New Brunswick and Nova Scotia, galena occurs at a number of points, but nowhere in quantities of any importance so far as developed.

Copper.—This metal occurs in Canada in the forms of native or metallic copper, and of the sulphuretted ores. The former is confined principally to the rocks of the upper copper-bearing series on Lake Superior. The latter are widely diffused through the Laurentian series. In Ontario, on the north-eastern shore of Lake Huron, in the Huronian rocks, extensive veins of rich copper ores have been mined for years, often with great profit, as at the Wellington, Bruce, and Wallace mines. At Echo Lake, Root River, and the region about Lake Maskanongi and the Mississagui River, many valuable indications of copper exist. On Lake Superior the native copper, which is so extensively and profitably worked on the Michigan shore, also exists in large quantities over the north or Canadian shore. Many locations have been surveyed and taken up, and it can scarcely be doubted but that in time a mining region will be developed, second only to that in Northern Michigan.

In Quebec, the rocks of the so-called Quebec group, which are an equivalent to the copper-bearing strata of Lake Superior, contain numerous deposits of copper ores.

At Upton, Wickham, and Acton, the veins are many, but for the most part in irregular and interstratified masses. At Acton, about 1000 tons of very rich copper were extracted, when the vein became exhausted; but millions of dollars have been invested through this region in veins giving similar promise, chiefly by United States capitalists.

At Harvey's Hill, in Leeds, an extensive mine is worked by the English and Canadian Copper Company; and on the St. Francis River, and at Halifax, Sutton, St. Margaret, Ascot, Bolton, Ham, and other places through the Eastern Townships, copper exists and is in many cases mined. As this large industry becomes developed, the question will arise as to the most accessible point of transportation to cheap fuel for smelting, and although the poorer ores may be reduced near the mines, the richer will still be carried to the vicinity of coal. It may therefore be anticipated that those from Eastern Canada will eventually find their way to the coal-mines of the Lower Provinces.

In the North-west, large deposits of copper are said to exist beyond Lake Nipigon, and traces are also found in British Columbia, on the mainland.

In the Lower Provinces, the veins of ore on the right bank of the St. John River, near Woodstock, New Brunswick, have attracted much attention. At Adams Island, Passamaquoddy Bay, and many points in Charlotte, St. John, Albert, King's, and Westmoreland counties, deposits more or less valuable exist, and are in some instances profitably worked. Copper is also said to exist in Nova Scotia, near Polson's Lake, and elsewhere, but is not yet developed by working.

Nickel is found sparingly diffused through the magnesian rocks of the Quebec group. At two or three points only have ores been found yielding any considerable percentage of nickel, but its high price will allow very poor ores to be wrought to advantage; and these deposits may be worth careful examination. At the Wallace Mine on Lake Huron, and at Michipicoton Island, near Lake Superior, are the two best deposits yet known. Deposits are found also at Orford and the Eastern Townships.

Silver.—Native silver occurs in large quantities at several points on Lake Superior, and the copper ores of the Province of Quebec also contain small portions of silver. Some of the galena ores also contain silver in quantities worth extracting, as at St. Francis, Beauce, Vaudreuil, and Moulton Hill, in Quebec, where the assays were from thirty-seven to sixty-five ounces to the ton, and at Meredith's location on Lake Superior, where the assay yielded thirty ounces to the ton. With the present improved processes, so small a quantity as four ounces may profitably be extracted from a ton of lead.

At Thunder Bay, on Lake Superior, silver in a native state has recently been discovered in many localities, such as Silver Islet, Prince's location, the Thunder Bay mine, Silver Lake, Pie Island, and McKellar's Island; and several mines produce large results.

Silver mines have also been opened in British Columbia, near Hope, on the Fraser River; a yellowish decomposed vein-stone, brought by Mr. Richardson from this place, was assayed, and gave at the rate of 271.48 oz. of silver to the ton of 2000 lbs. From the general geological features observed in portions of Central British Columbia, there is every reason to anticipate that a rich silver-bearing region exists there, which only requires for its speedy development the introduction of the capital, enterprise, and skill which are certain to follow the opening up of direct communication with the East, but for the present want of which the silver veins, as well as many of the other great natural resources of this portion of the Dominion, remain unproductive and neglected.

Gold exists over a large extent of the Eastern Townships in Quebec, and has attracted labour and capital for its development. It was first noticed in the sands of the Chaudière Valley in 1835, by General Baddeley, R.E.; but the examinations of the last few years only have resulted in its being worked. The source of the gold seems to be the crystalline schists of the Notre-Dame range, and the drift is spread over a wide area on the south side of the St. Lawrence. From Melbourne to Sherbrooke on the St. Francis River, and on Lake St. Francis; on the Chaudière and its tributaries, from St. Mary to the frontier of Maine, and at the Rivière du Loup, gold is to be found; and mining has been carried on at Chaudière and Rivière du Loup with considerable results from the alluvial washings only. Latterly machinery has been erected at Chaudière to assist in developing the rock ores.

In Ontario, at Madoc and Marmora, several discoveries have been made of gold, partly in quartz veins and partly in decomposed rock, and several mines have been opened and worked with success in both townships. They are usually known as the Marmora Gold Mines.

The geological conditions in North-western New Brunswick being analogous to those of auriferous countries generally, and especially of Eastern Quebec and Nova Scotia, it has always been stated as a gold-bearing region, and the explorations so far undertaken, both for alluvial deposits and gold-bearing rocks, have been moderately encouraging. On the Tobique and its tributaries, mining leases have been taken up.

In Nova Scotia, gold-mining has been extensively followed, with varying results, for years. In 1870, the Nova Scotia gold-fields were visited in person by Mr. Alfred R. C. Selwyn, the director of the geological surveys of Canada; and, as Mr. Selwyn had been, before coming to Canada in 1869, for sixteen years director of the geological surveys of the Province of Victoria in Australia, he was peculiarly fitted to investigate these fields and their workings. His report in full, in the volume of Geological Surveys for 1870–71, should be read and heeded by every one proposing to venture on gold-mining in Nova Scotia.

The comparisons drawn *geologically* between Nova Scotia and Victoria are favourable, but he shows conclusively that, to produce analogous results, more economic and skilled labour, and more careful investigation before the expenditure of capital, must be substituted for the present wasteful customs. Mines in Victoria are worked to pay ten per cent. dividends on a less yield of gold per ton than the amount wasted in the *tailings* of some of the Nova Scotia mines; and in Australia the same number of stamps do from fifty to a hundred per cent. more work per day than in Nova Scotia.

The gold in Nova Scotia occurs principally in quartz veins in stratified slaty and quartzose rocks along the Atlantic coast, covering an area of probably 3500 square miles. The mines worked are mainly in the districts of Stormont, Sherbrooke, Wine Harbour, Waverley, Montague, Tangier, Oldham, Renfrew, Caribou, Uniacke, and Gay's River. In 1873, there were fifty-three mines open, mostly in small areas, and worked upon the tribute system. Only one or two are alluvial mines.

The auriferous lands of British Columbia do not appear to be confined to any single district of that great Province. They extend all along the Fraser and Thompson rivers, and are particularly rich in the district of Caribou, and the new gold mines of the district of Ominica, in the north of Columbia, appear to extend over a very large tract of country.

On Vancouver Island very valuable stream washings have been wrought for a long time. On the mainland the gold of the Fraser and North Thompson rivers seems to be derived from the "terrace deposits" which border these rivers, and affords a fine field for hydraulic mining.

In many localities quartz veins intersperse the slaty rocks, and it seems to be established that from the United States frontier to the fifty-third degree of north latitude, and to a width of from one to two hundred miles, gold is found nearly everywhere.

The yield is gradually increasing, that for 1874 being in the neighbourhood of a million and a half of dollars, and an increase of over four hundred thousand dollars beyond that of last season.

Gold is also distributed at some points on the east side of the Rocky Mountains, and has been met with in the branches of the Saskatchewan, from Edmonton to the forks. Mr. Selwyn says that it is, no doubt, "washed out of the drift, and as there is little probability of its having come from the unaltered strata underlying the plains, it is to be inferred that it has been derived from the crystalline rocks to the north-eastward, probably somewhere between the Methy Portage and Athabasca Lake. These rocks lie at a distance of only about 250 miles from Edmonton in that direction."

Antimony is found in workable veins at Prince William, near the Woodstock road, in New Brunswick. The ore is sulphuret of antimony, occurring both in pure masses and more or less mixed with gangue. No other workable deposit is known, we believe.

II. MINERALS USED IN CERTAIN CHEMICAL MANUFACTURES.

Iron Pyrites is of three species, but only one—the common cubic pyrites, or bisulphuret of iron—is of any economic importance. This is used chiefly for making sulphuric acid and copperas. Considerable deposits occur at Elizabethtown, near Brockville, Ontario; also at Garthby and Ascot, in the Eastern Townships of Quebec. In New Brunswick it is abundant in the strata of the St. John group in Queen's County.

Chromium, or chromic iron ore, is chiefly used as an ingredient in the production of bichromate of potash, used in dyeing and calico-printing. It is met with in considerable quantities in Quebec, in the townships of Ham, Bolton, Melbourne, and at Gaspé, but is not yet used commercially, although it could be to advantage.

Manganese, used in the manufacture of chlorine, is to be found on Lake Superior. In Quebec at Stanstead, Bolton, and St. Mary's, and in New Brunswick at Markhamville, King's County, it is mined to a considerable extent. It is also found in Hants County and elsewhere through Nova Scotia.

Titanium, or *titanic iron ore*, is used for the production of titanic acid for the manufacture of colors. It is also susceptible of other applications in the arts.

The largest body of this ore known in Canada is at Bay St. Paul, in Quebec. It is, however, often found through the Laurentian series. This ore has been more particularly referred to in the classification of iron ores.

Molybdenum, a rare metal, exists in nature for the most part as a sulphuret, and is used for dyeing silk, cotton, and linen, and for other purposes. It is found in some quantities on the north shore of the Gulf of St. Lawrence, and at Harvey Hill, near Leeds. It is also met with on Lake Superior. It is a mineral, soft and unctuous to the touch, of a leaden-grey colour, and is often mistaken for plumbago, from which it is, however, distinguished by its much greater weight.

Magnesia and its salts are extensively used in pharmacy. It is obtained from serpentine or hydrous silicate, from magnesian limestone or dolomite, and from the native carbonate. The latter is much better fitted for the preparation of magnesian salts than either serpentine or dolomite. It is a rare rock in most parts of the world, and it is therefore not improbable that the large quantities of it to be found in the Eastern Townships of Quebec, particularly near Bolton, may one day become an article of export.

III. MINERALS USED IN AGRICULTURE.

Phosphate of Lime, or apatite, is used in the arts for the manufacture of phosphoric acid and of phosphorus, and in the composition of certain porcelains; but its largest application is as a fertilizer, after being manufactured into the superphosphate of lime.

This substance is found in abundance among the Laurentian rocks of Canada, and in Ontario, along the Ottawa, and the line of the Rideau Canal, near Perth, it extends over an area of many square miles.

Its production has been for some years now successfully attempted at the large deposits in North Burgess, South Crosby, and Elmsley, and Bedford, Stonington, and Loughborough, where there are a very great number of locations worked, and a large amount of phosphate is exported.

Latterly very valuable deposits of apatite have been discovered and opened for mining on the north side of the Ottawa, in Buckingham, Templeton, and Portland townships.

Gypsum is found in great abundance in Ontario; the outcrop extends from the Niagara River to Lake Huron for a hundred and fifty miles; but the mines now worked are comprised in about thirty-five miles along the Grand River, in Cayuga, York, Seneca, Brantford, and Paris. A very large amount is annually raised and used as a fertilizer, or ground for cement and stucco.

In Quebec, the supplies come mainly from the Magdalen Islands. Extensive and practically inexhaustible beds of gypsum are found in New Brunswick, on the Tobique River, at Hillsborough, Sussex, and other points. There are important works near Hillsborough, in Albert County, for the manufacture of plaster from the gypsum which abounds in that neighbourhood. There are extensive beds also worked in Nova Scotia, at Windsor, Cheverie, Parrsborough, Black River, and elsewhere, and a very large product is exported thence to the United States, or sent to local markets.

Marl, or carbonate of lime, is found in marshes and shallow lakes, where it is formed by the waters of springs highly charged with lime, which is held in solution as bicarbonate, and deposited when the waters come to the air.

When calcined, marl yields a nearly pure and white lime for mortar and other uses. It is often overlaid with deposits of black mould or peat, and is used as a valuable manure for sandy soils.

It is found in many localities in Canada; in Ontario, deposits of it are abundant in the counties of Bruce and Grey; also at Kingston, Loughborough Lake, Elmsley, McNab, and along the Ottawa. In Quebec, it exists at Argenteuil, St. Armand, the island of Montreal, Gaspé, and the island of Anticosti. Workable deposits of it are not found in the Lower Provinces.

Salt was discovered in 1866, near the town of Goderich, Ontario. The brine here obtained is one of the purest and most concentrated known for the manufacture of salt. The borings go down through the limestones of the Onondaga and Guelph formations, and two or three hundred feet of red and blue shales, which carry rock-salt as their base. The area is extensive, extending from Clinton, through Goderich, to Kincardine, a distance of over forty miles long by seven or eight wide. The manufacture has become important in its dimensions, the position of Goderich on the lake, and at the terminus of a railway, offering great advantages.

Salt springs exist, and no doubt salt deposits, in Manitoba and the whole country north of the Saskatchewan River. They are found at Black Sturgeon River and Lake Manitoba; and on Salt River, an affluent of Slave River in the North-west, Sir John Richardson, in 1820, reports seeing copious springs issue from the base of a long ridge, some hundreds of feet high, and, spreading their water over a clayey plain, deposit much pure common salt.

In Nova Scotia, the salt springs of Cape Breton appear to issue from rocks lying towards the base of the Lower Carboniferous formation, and are situated on the north side of the Little Narrows of Bras d'Or Lake. Here several saline springs of more or less strength occur in close proximity over an area of about twelve acres of flat marshy land. Much hydrated peroxide of iron is deposited in the water-courses, the odour of sulphuretted hydrogen pervades the atmosphere in the vicinity, and the vegetation is destroyed around all the springs. The strongest spring discharges from 100 to 200 gallons per minute. It is stated that, by evaporating in two com-

mon iron pots, each containing about three gallons, from two to three bushels of salt were made per day, and it had been proposed many years ago to establish works for the manufacture of salt at this place, but the enterprise has not been carried out. At Springhill, Cumberland County, a company is working the salt wells to a large extent.

IV. MINERALS USED AS PIGMENTS.

Under this head come the minerals used as paints. The marls just alluded to are sometimes used in this way for whitewashing, or mixed with cheap colours.

Iron Ochres, similar in composition to limonite or bog-ore, but being soft and pulverulent, instead of forming solid masses, are extensively used as cheap paints. The colour of these ochres is generally a shade of yellow or reddish brown, but sometimes purplish or blackish hues are met with.

These ochres are extensively manufactured in Canada, and are found most abundantly in Quebec, at St. Anne's, Cap de la Madeleine, and Durham. In Ontario, at Owen Sound and Nassagaweya, these ochres are found in large quantities, and at one or two places in the Lower Provinces, in a smaller degree.

Sulphate of Barytes is also used as a paint, or for mixing with other pigments as an adulteration, by reason of its greater weight. It is largely used in the composition of cheap white paints. It is also used as a surface gloss for paper-hangings. It is found in Ontario, in Lansdowne and Burges townships, and from Pigeon River to Fort William, on Lake Superior; and at Gaspé, in Quebec. A beautiful vein of this mineral occurs in the township of Hull, in this Province, varying from two to three feet thick, on a property owned by Hon. Peter Mitchell and F. P. French, of Ottawa. It is of an opaque white colour, and nearly pure.

V. COMBUSTIBLE AND CARBONACEOUS MATERIALS.

In the Central Provinces of Canada, *coal* cannot be counted among the economic minerals; but in both the Atlantic and Pacific Provinces it is found in quantities to make it of the first importance.

In Nova Scotia, coal-mining assumes large proportions. The principal localities of the coal-fields are in Cape Breton, and in Pictou and Cumberland counties, though veins have been traced, and in some instances opened, in Victoria, Inverness, Richmond, Hants, and Guysborough counties.

We cannot attempt any strictly geological description of these fields, but refer the reader to the extensive reports of the Geological Surveys, or the valuable work on "*Acadian Geology*," by Dr. J. W. Dawson, of McGill College, Montreal. From his widely extended examinations of the Carboniferous rocks of Nova Scotia, Dr. Dawson has subdivided the system into five subordinate formations in descending order:

"1. *The Upper Coal formation*, containing coal-formation plants, but not productive coals.

"2. *The Middle Coal formation*, or coal formation proper, containing the productive coal-beds.

"3. *The Millstone-grit Series*, represented in Nova Scotia by red and grey sandstones, shales and conglomerates, with a few fossil plants and thin coal-seams, not productive.

"4. *The Carboniferous Limestone*, with the associated sandstones, marls, gypsums, etc., and holding marine fossils recognized by all palæontologists who have examined them as Carboniferous.

"5. *The Lower Coal measures*, holding some, but not all, of the fossils of the Middle Coal formation, and thin coals, not productive, but differing both in flora and fauna from the Upper Devonian, which they overlie unconformably."

These overlie generally a series of metamorphic rocks, consisting of quartzites, felsites, altered slates, and conglomerates, which are probably of Devonian and Silurian age.

The productive coal-measures of Pictou County consist of seams of good bituminous coal, interspersed with black carbonaceous shale, and in some parts with sandstones and fire-clay. The coal-seams vary in thickness from two or three to thirty-six feet.

The coal-fields are divided into mining areas, which are leased by the Province under the authority of a Commissioner of Mines. In the Pictou district, the principal mines are:

The Albion Mines, worked by the Halifax Company (limited), having an area of four square miles, with a number of collieries in active operation. The greatest depth reached in the borings is about 900 feet. A railway, six miles long, with numerous branches and sidings, connects the mines with the loading-ground. The loading-wharf is at Pictou Harbour, extending 400 feet into 22 feet of water. The output of these mines is about 150,000 tons per annum.

The Acadia Coal Company hold, under three leases, an area of six square miles. On one area is a peculiar oil-coal, containing from 65 to 120 gallons crude oil to the ton, and valuable for gas-making and distillation. The company also possess a railway of three and a half miles to the Intercolonial junction, and a shipping-wharf, with 26 feet of water, at Pictou Harbour. Their output is from 120,000 to 140,000 tons per annum.

The Intercolonial Coal Mining Company, of Montreal, have an area of three square miles. Their principal colliery, the Drummond, was the scene of an explosion a few years since, which seriously retarded their outputs, but they have facilities for upwards of 100,000 tons per annum, with extensive wharfage on Middle River.

The Nova Scotia Coal Company have an area of four square miles, and a shipping-wharf at Middle River. Their capacity is upwards of 100,000 tons per annum.

The Vale Mine, belonging to Sir Hugh Allan, of Montreal, has an area of three square miles, and a capacity not yet fully developed, but promising results equal to its neighbours.

In this district, several more mines, covering an area of several square miles, are under lease, but not worked at present.

The Pictou coals, long known as good house-coals, have, by recent experiments, been proved of sound fitness for steam-coals and gas-making.

The Cape Breton coal-mines are still more important and extensive than those of Pictou. The Eastern or Sydney coal-field is the most important on the island, comprising an area of over 200 square miles. Bounded on three sides by the Atlantic Ocean, and with the whole coast deeply indented with bays or harbours, notably those of Sydney and Louisburg, this district appears to be the most important in the Dominion for the supply of fuel to the numerous steamers navigating the Atlantic.

Mr. Charles Robb, who made a critical examination of this coal area in 1873, and detailed measurements of the exposures at various points, gives it as his opinion that the whole region occupied by the productive coal-measures in the eastern coal-field of Cape Breton is probably underlaid by only one set of seams, the continuity of which, however, is interrupted by bays or inlets.

The aggregate thickness of coal in workable seams is from forty to fifty feet, the seams varying from three to nine feet in thickness. All the seams dip at a low angle seaward, and much of the coal will be available, with due caution and care, in the submarine, as well as in the land, areas.

The coal is of a nearly uniform bituminous variety, much of it applicable for the manufacture of gas, and comparable, for steam purposes, to the best English coal.

As compared with Pictou coal, it is characterized by a greater proportion of combustible matter and less ash; but, on the other hand, it contains more sulphur.

Of all the coal-mines in Cape Breton, the Sydney Mines are not only the first established, but by far the most extensive and important. In 1827, these mines came under the exclusive control of the General Mining Association, a London company, who now hold under lease in the district more than 30,000 acres, which are, for the most part, underlaid by large workable seams of coal. From 1827 to the present time, this company have worked their mines regularly and systematically, and in the most skilful and economical manner. Mining operations have been confined to three seams at these mines, of which the principal is the Sydney main seam, about six feet in thickness. An estimate has put the available coal of this seam alone at over 38,000,000 tons. Four miles of railway connect the mine with loading-wharves at North Sydney. The capacity of this mine with the present works is from 150,000 to 200,000 tons per annum, which may be more than doubled by additional works.

The Lingan Mine, belonging also to the General Mining Association, covers an area of fifteen square miles, and is underlaid its entire length by several important seams of coal. It is a specially good *gas*-coal, and largely exported for that purpose. The capable production of this mine is about 100,000 tons per annum, though not so much, by half, is produced.

The Victoria Mine coal, for house and steam purposes, is among the best in the district. The area is four miles, and the annual average production from 15,000 to 20,000 tons.

The International, Caledonian, Gardiner, and Little Glace Bay mines are situated a few miles from Sydney Harbour, and are connected with it by a line of railway, and have respectively four, two, and three mile areas. Their average capacity is somewhere about 100,000 tons per annum each; but, of course, it is not fully worked up to. The coal is chiefly exported to New York and Boston.

The Gowrie and Block-House mines, on Cow Bay, are of importance, the latter being regarded, from the size and quality of the coal-seam and its advantageous situation for shipments, as, next to the Sydney Mine, one of the most important and productive in Cape Breton. The works of the Block-House Mine are equal to 1000 tons per day, and 600 tons per day *have* been, in some seasons, delivered from the mine. The coal is extensively exported as a steam and gas coal of superior quality.

The "Glasgow and Cape Breton Coal and Railway Company," an association of English capitalists recently formed, has amalgamated under one management with the railway, the mining areas of Lorway, Emery, Reserve, Haven, Lake Balmoral, and Schooner Pond.

The railway, eighteen miles in length, from Sydney Harbour to Schooner Pond passes through, or connects by short branches with, all these mines. The road is a three-foot gauge, substantially built, and ballasted with rubble and *slack* coal, and equipped with Fairlie engines and a sufficient number of English four-ton coal-wagons, and is being extended to the port of Louisburg, which will add materially to the value of this coal-field, by furnishing an outlet the whole year round from what must one day be one of the most important coaling stations on the Atlantic seaboard.

The New Campbellton Mines were reopened in 1873. The property comprises three square miles, a small proportion of which is sea area, but easily accessible from the land. It is situated on the northern side of the Great Entrance of the Bras d'Or Lake, a very extensive and deep arm of the sea stretching far into the interior of the Island of Cape Breton, and lies at the north-western extremity of the Sydney coal-field, and about thirteen miles distant, on the course of the beds, from the Sydney Mines. Most of the coal-seams of the Sydney Mines are traceable throughout the whole of this distance, and although at the Great Bras d'Or Entrance their direct continuity seems to have been interrupted, and their course deflected considerably to the west, it is nevertheless believed on good ground that some of the most important seams of the district underlie the New Campbellton property in a basin-shape, with their outcrops comprised entirely within the area.

Three seams of coal, aggregating twelve feet, are included within a thickness of 110 feet on this property, and considerable coal has been obtained since their opening. Supposing these three seams to maintain their thickness, and to be unaffected by faults, they will underlie, at a moderate and easily workable depth, an area of 1000 acres, and contain 18,000,000 tons of coal, exclusively of the vertical portions of the seams, which may be estimated to contain 8,000,000 or 10,000,000 tons additional. It is proper to mention, however, that the six-foot seam, where cut and partially worked at the tunnel, is irregular in thickness, and may not prove to be workable throughout its whole extent; but, on the other hand, there are evidences of the existence of other seams lying both above and below those specified. The coal from these mines is shipped from Kelly Cove, a capacious and sheltered harbour three miles from the ocean and close by the mines, with which it is connected by a railway one and a quarter miles long.

The mines of Cumberland County have only lately assumed importance, but recent surveys are proving the coal-fields underlying this region to be very extensive.

The workable seams of coal are numerous, running from two to thirteen feet, with an average dip of thirty degrees. The report of the late Mr. Edward Hartley on the Springhill coal-field, which comprises the most important section of this county, speaks highly of its character and value, as follows:

"An examination of the external character of this coal shows it to be a bituminous coal of a moderately compact texture, and not inclined to fall to pieces or *slack*. Its colour is a bright, brownish black, brilliant except on the faces of the *partings*, which show a few patches of mineral charcoal. But a small proportion of the sample shows a shaly lamination, or tendency to break with the planes of deposition.

"The analyses show this coal to belong to the class known as highly bituminous, or *fat* caking coals, in character very similar to those of the north of England, known as North Country or Newcastle-Hartley coals.

"The high rate of volatile to fixed combustible matter should render this coal, in common with the Newcastle coals which it resembles, an admirable gas-coal, while in the amount of sulphur it falls much below the average of Newcastle coals; therefore the gas obtained from it should be very easily purified.

"The coke of this coal appears in every way well adapted for iron-smelting, as it is firm and rather compact, and in contents of ash and sulphur will compare favourably with that from any coal of the Provinces, the latter being a most important point to consider in its value for iron-smelting."

The Joggins Mine, with an area of two square miles, is situated on the coast at the entrance to Cumberland Basin, and is the oldest in this region, with good shipping facilities, and works capable of an output of about 50,000 tons, but not working up to quite half that amount.

The Scotia Mine has an area of four square miles, but is only lightly worked as yet.

The Springhill coal-field is situated about twenty miles south-east of the Joggins shore. The Springhill Mining Company's area of three square miles has attracted much attention, as being the most important mine yet opened in the recently surveyed district. The great eleven-feet vein in this area has been traced and proved, and a rapid development of the mines of the district is probable.

The Springhill Company have opened their workings successfully. Two slopes have been commenced fifty chains apart. The west one has been driven about 420 feet, and the requisite pumping and winding machinery erected. The engine is a single sixteen-inch cylinder with a four feet six-inch stroke, geared three to one, and driving a nine-feet drum. Engines of a heavier class and more permanent character are in course of erection at the east slope, where in future the principal output is expected to be made.

A good deal of coal is being marketed by means of the Springhill branch, four miles in length, of the Intercolonial Railway; but when the completion of the Springhill and Parrsboro' Railway opens communication with a good port of shipment, it will enable them to ship to the New England markets, and compete with the Cape Breton coals for gas-making purposes.

The capable production of this mine depends on the extent of the works erected. The seams of coal are abundant to supply exhaustless quantities.

The Springhill and Parrsboro' Mining and Railway Company, who are building the road before alluded to, and the General Mining Association, and others, have large areas in this field awaiting development.

Borings and surveys made in 1874, by Mr. Scott Barlow, have shown the existence of many valuable seams from six to thirteen feet in these properties, which will no doubt be soon actively mined.

The mines of the remaining counties of Nova Scotia require no special notice.

The total output of all the mines is from 1,000,000 to 1,200,000 tons per annum. Those of Inverness County are of extent and value, with a bituminous coal of excellent quality, but hitherto their development has been retarded by the want of a port of shipment, a fault which is likely soon to be remedied by the construction of a railway connecting the coal-mines of Broad Cove, Mabou, and other parts of the county with a shipping-port on the Strait of Canso, and the railway system of Nova Scotia.

The great Carboniferous area of New Brunswick has a triangular form, the base resting on the Gulf of St. Lawrence, and the apex situ-

ated near the boundary-line between the counties of York and Charlotte, embracing fully one-third of the area of the Province.

Much of it is yet unexplored in detail, but a survey was begun, in 1873, of the counties of Queen and Sunbury, and part of York, which it is intended to extend over the whole area. The coal formation of New Brunswick is divided by the reports into three series, the Lower, Middle, and Upper Carboniferous formations, with a base of conglomerate rocks.

The limestones which are so common in the Carboniferous rocks of Nova Scotia here appear to be generally wanting, but the red conglomerates and sandstones which accompany these limestones are universally distributed, making a close lithological resemblance to the underlying series of the Pictou coal-measures. No extensive mining operations have yet been carried on in the district under survey, though several small mines are opened, and coal to a considerable amount is taken out at points near Grand Lake and on the Newcastle River. In this area the coal-croppings are numerous, and the country is everywhere occupied by the strata of the Middle Carboniferous formation (productive coal-measures).

On the Salmon River, coal was mined nearly two centuries ago by the French; and on the North Branch several good indications are seen, and on Coal Creek mines have been worked to some extent.

West of the St. John River, coal-seams are exposed at various points on the Nerepis River.

A valuable seam has lately been opened, called the Clones Coal-seam, near the source of the Nerepis, and with easy communications to a market. On the Otnabog and Mercereau brooks, in the same locality, outcrops of coal exist.

The total area of this district over which workable seams of coal may be looked for, is over 1900 square miles, and we cannot do better than quote from the report of the surveys of 1872–73 a few words on this point, to show (as a curiosity of figures to the uninitiated) the calculations of the possible enormous quantity of coal beneath:

"We are not yet possessed of sufficient data to justify the assertion that the various outcrops of coal met with over this area, and at widely separated points (such as Clones, the Washademoak, Otnabog, Little River, Nashwaak River, etc.), belong to the same seam as those at Grand Lake, though there are facts which favour such a supposition; there is, however, no reason to doubt that those in the neighbourhood of the last-named lake are all of the same seam, and that consequently the area over which it may be safely regarded as extending is a very considerable one. Thus the areas of the Newcastle, Salmon River, and Coal Creek coal-fields are about one hundred and twelve square miles. Adopting twenty inches as the average thickness of the coal-seam, and 79.4 lbs. as the weight of a cubic foot of coal (the specific gravity being 1.27), and deducting one-fourth for the areas occupied by Salmon River and Grand Lake, the total amount of coal within the areas in question would be (at the rate of 2000 lbs. to the ton) not less than 154,948,147 tons.

"It is, however, to be observed that the true area of the coal-fields in question, and more particularly that of Newcastle River, is probably much larger than has been stated above; the line which has been chosen as marking its western limits really indicating only the point where the rocks of the Middle coal formation pass beneath those which form the highest member of the Carboniferous system, and under which they could probably be reached at no great depth. The occurrence of a coal-seam on Little River in Sunbury County, having about the same position and thickness as those of Newcastle, renders this supposition highly probable. Moreover, the thickness of the coal-beds at Clones does not differ very greatly from that of the beds at Grand Lake, and it is not improbable that a large part of the area occupied by the productive measures, and more particularly where the Newer coal formation exists, is underlaid by the same seam. Supposing this to be the case, and deducting one-third for the area occupied by the barren measures at the base of the Middle Carboniferous formation, or rendered unavailable by being covered with lakes, the possible total yield of coal from a seam of twenty inches covering the remaining area would be not less than 3,510,436,357 tons. Setting aside, however, this supposition as confessedly based upon too imperfect data, we can still hardly doubt that the area over which the principal seam of coal in the Grand Lake region may be reasonably supposed to extend, is at least two or three times greater than that employed in the above calculations, and that therefore the estimate of its productive capacity may be fairly increased in a corresponding ratio."

It is to be regretted that the report of the surveys of this region made by Professors Bailey and Matthews during 1874, could not also be obtained in time for this article, as being likely to show more particular developments.

There exists also in Hillsboro' County, New Brunswick, a famous mine of coal called the Albert Mine, which produces coal largely impregnated with oil, and of extraordinary gas-producing qualities. It has long been disputed whether this was a bed or a true vein, but the late Mr. Hartley, of the Geological Survey, confirms by his report the view taken by Dr. Dawson and others, that it is indisputably a vein. When the discussion first arose, the mine was only 300 feet deep, and worked 300 feet on the strike; now it is 1300 feet deep, and worked over half a mile on the strike. This coal, called Albertite, is said to yield 100 gallons of crude oil to the ton, while of gas the yield is 14,500 feet, of superior illuminating power.

Coal has been found, and is supposed to exist in large quantities in the North-west Territories, but as yet of the actual extent little is really known. In 1873, Mr. Selwyn conducted an exploration from Fort Garry in Manitoba to the Rocky Mountain House, returning by way of the Saskatchewan River and Lake Winnipeg; and Mr. Robert Bell made a survey between Red River and the South Saskatchewan, and between Red River and Lake Superior.

From these reports we gather all that is yet known of these coal-deposits, which are likely, at no distant day, to be of great value in assisting in the settlement and development of the North-west, and in serving perhaps as sources of a fuel-supply to the Canadian Pacific Railway.

From Mr. Selwyn's report we may briefly quote the finding "on the North Saskatchewan River, between Edmonton and Rocky Mountain House, of a number of flat-lying workable seams of good coal; one of them measuring, in two exposures upwards of four miles apart, from eighteen to twenty feet in thickness, and very favourably situated for working." Also farther down the stream, "at about a mile and a half below the mouth of Clearwater, on the left bank, a seam of excellent coal crops out, said to be from two to three feet thick. A considerable quantity of coal has been raised from it for use in the forge at the fort, for which purpose it is found to answer well. It is a hard, bright, jet-like coal, and does not split up on exposure like that from most of the other beds in the vicinity. The analyses of seams which crop in the banks of the river, between Rocky Mountain House and Edmonton, serve to show that the lignite coals of the Upper Saskatchewan are very superior to those met with farther to the south, along the boundary-line, and in the Qu'Appelle Valley. The latter appear to be all of Tertiary age; whether the Saskatchewan coals are of the same age, or Cretaceous, is at present uncertain." He also says, "There can be no question that in the region west of Edmonton, bounded on the north by the Athabasca River and on the south by the Red Deer River, there exists a vast coal-field covering an area of not less than 25,000 square miles; and beneath a large portion of this area we may expect to find workable seams of coal at depths seldom exceeding 300 feet, and often, as in the case of the thick seams above described, very favourably situated for working by levels from the surface.

"These coals may all be classed as brown coals, although in physical character they mostly resemble bituminous coals of the true Carboniferous. Regarded as brown coals, they may all be considered the best of their kind.

"As a fuel for locomotives and for domestic purposes, including cooking as well as warming, the coal in general answers very well. It kindles and burns freely, making a bright fire with a yellow blaze and comparatively little smoke."

Comparing recent investigations with the report of the late Professor James T. Hodge on the coal-mines of the Rocky Mountains, in Colorado, Utah, and Wyoming, which are now being largely worked, there appears every reason to believe that those seams undoubtedly belong to what may be regarded as only the southern prolongation of one vast and wide spread coal-bearing formation, extending, with but few interruptions and with wonderful uniformity of character, from the shores of the Arctic Ocean for thousands of miles along the eastern slopes of the Rocky Mountains.

Between the Red River and South Saskatchewan, lignites were found at Dirt Hills and Woody Mountain, but not of as good a character as the brown coals above mentioned. Similar coals were also found in the Souris Valley.

We have only now to notice the extensive coal-fields of British Columbia.

The coal-bearing formation of Vancouver Island may be divided into two subordinate troughs, the north-western being described as the Comox, and the south-eastern as the Nanaimo coal-field. The coal is of a true bituminous character, the veins or seams running through strata of grey sandstone and argillaceous shale. The Comox area, on the north-western end of the island, extends from Brown's River, a tributary of the Puntledge, on the north-west, to Sable River on the south-east, on which the Baynes Sound Coal-mine is situated, and it also includes Denman and Hornby islands. The Union and Beaufort mines in this area are raising large quantities of coal for export. At Baynes Sound Mine operations are also carried on extensively. The seams of coal vary from nine inches to ten feet.

The Vancouver Island Coal Company's works at Nanaimo are on a six-foot seam, and they work other seams also at Newcastle Island. These mines produce about 40,000 tons per annum with the present facilities. The Nanaimo area includes a number of islands, on some of which mines have been opened.

Coal has also been found on the mainland near Chilliwack River, but nothing is known of its thickness or extent.

In Queen Charlotte Island the coal is an *anthracite*, occurring in strata with black argillaceous shale and grey trap or sandstone, with nodules of ironstone interstratified with the shale. The Queen Charlotte Coal-Mining Company have for some time undertaken to mine this coal for export, but with only partial success. This may be improved by more careful management and surveys.

The coal trade of this Province is yet in its infancy, and with more thorough surveys and improved mining it must soon develop into an industry of the first importance. The output of the mines of the Province for 1874 was less than 100,000 tons, but with the advantages of position, and the markets of California and the Lower Pacific coast open to supply, there should be a large increase in production before long.

Bituminous shales exist in large masses at Collingwood in Ontario, where works were erected for their distillation, and they produced oil in quantities equal to about three per cent. of the rock. At Bosanquet they yield about 4.2 per cent. of oil, or about ten gallons to the ton. In Quebec the shales at Gaspé are said to be rich in oil.

New Brunswick possesses some very rich bituminous shales, the Blackband, in Albert County, yielding sixty-three gallons of crude oil to the ton. Others on the Memramcook yield thirty-seven gallons. The Blackband shales are also capable of yielding 7500 cubic feet of gas per ton, or about one-half the quantity afforded by the mineral Albertite. There are rich beds of these shales in King's, Albert, and Westmoreland counties.

Petroleum occurs in the limestones of both the Trenton group of the Lower Silurian series, and the Carniferous formation of the Devonian series, and it is from the latter that the oil-springs of Ontario take their source.

At Enniskillen, Bothwell, Petrolia, and other towns of Western Ontario, immense numbers of wells have been sunk, and the capital employed in the production and refining of petroleum is over $15,000,000, with an annual yield which has risen to 25,000,000 gallons of crude oil, and twelve to fifteen millions of gallons of refined petroleum. Petroleum is also found largely diffused through Gaspé in Quebec, but little has been done in its development comparatively, although a few hundred thousand gallons are yearly produced. In Manitoba and the North-west, from the western shore of Lake Winnipeg, up the Saskatchewan Valley, and to the north of it, lies a great belt of palæozoic rocks with an average width of sixty to seventy miles, and extending in British territory from the forty-ninth parallel to the mouth of the Mackenzie River.

Almost the only reliable information relating to this region north of the Saskatchewan is to be found in the narratives of Sir Alexander Mackenzie and Sir John Richardson, published respectively in 1801 and 1851, and who observed "bituminous fountains"; but Mr. Selwyn, in his late report, says: "In the comparatively few localities where the rocks composing it have been examined they appear to be characterized, like the formations of the same age in Western Canada, by deposits of salt and petroleum, giving rise to copious springs of these valuable materials. And there seems but little doubt that Canada has here a salt and oil bearing region surpassing in extent and productive capacity any hitherto developed on the American continent."

Peat exists in great deposits in Quebec, in the plains along the St. Lawrence and its tributaries. It is of a gradual vegetable growth often resting on a layer of shell marl. The largest deposits occur near Chambly, St. Sulpice, Longueuil, and Ile Verte. On the island of Anticosti there is a deposit of excellent quality of over a hundred and sixty square miles, and from three to ten feet thick. Some of the peat-bogs are being worked to advantage of late years by large companies formed in Montreal.

In Ontario, large deposits are found at Nepean, Gloucester, Westmeath, and other points.

Extensive deposits of peat presenting the same features as those of Quebec occur in New Brunswick, in St. John County, on the Mispec Barrens, along the coast near Musquash Harbour and Passamaquoddy Bay, and on the line of railway near St. Stephen's.

VI. REFRACTORY MINERALS.

Those minerals which are used in the construction of furnaces, or generally for withstanding heat, are technically called *refractory substances*. First in order comes

Plumbago, or graphite, commonly known as black-lead, which receives several applications in the arts. The finer varieties, used for pencils, command a very high price; the inferior qualities are used for preventing friction in machinery, and for stove-polish. The most important use, however, is for the manufacture of crucibles and melting-pots, and for small furnaces for assayers and chemists.

The plumbago of Canada is a pure crystalline plumbago, and is found principally in the Eastern Townships, and at Grenville and Buckingham, where valuable mines are worked. It is also found at Burgess and North Elmsley, in Ontario, and near Kingston. At a few points in New Brunswick this mineral is found in available quantities. The largest deposit is in the vicinity of St. John, near Portland, on the Straight Shore, where for many years the mines have yielded largely a plumbago well suited for foundry facings and stove-polish. In the vicinity of Windsor, in Nova Scotia, plumbago is also found and exported.

Mica occurs in the limestones and altered rocks of the Eastern Townships at Grenville, where mines are opened. At North Burgess in Ontario, also, a valuable mica-mine is worked, where plates of unusually large size have been obtained. The value of mica depends upon the size, transparency, and perfection of the plates. It is frequently found in large masses, which may be separated into thin, transparent plates. Mica in this form, as is well known, receives various applications in the arts, being employed for the fronts of stoves, for lanterns, and for the chimneys of lamps. As it is not liable to be broken by concussion, it is also used instead of glass in the windows of ships of war; and it has received several other applications of less importance.

Soapstone, or steatite, is used for an infinite variety of purposes, such as small furnaces, stove-linings, culinary vessels, water-pipes, cistern-linings, and, when heated and made harder and polished, it is used for gas-burners, buttons, etc.

In Quebec, a workable bed exists at Potton, in the Missisquoi Valley, and, no doubt, in other parts of the same magnesian band. A variety called pyrallolite is found at Grenville and on the Saguenay. Another variety, less refractory and less unctuous than true steatite, but applicable to many of the same uses, is potstone. At Bolton and Broughton, beds of this pure, compact chlorite are met with, having a breadth of twenty feet, from which large blocks and plates may be cut by a common mill-saw.

Sandstone, and sand suitable for constructing furnaces and smelting metals, are to be found in many parts of Canada. In the nearly

pure siliceous sandstone at Grès Rapids, on the St. Maurice, blocks of large size are found, and used in the iron-furnaces of that vicinity. Moulders' sand is also found here, and at Laval. near Quebec. At Pittsburg, in Ontario, large quantities of stone for iron-workers is quarried, and at Perth, Brockville, and Owen Sound, moulders' sand exists in large quantities. It is also found at Windsor, and other points in Nova Scotia and New Brunswick.

VII. MATERIALS FOR BRICKS, POTTERY, AND GLASS.

Under this head may be noticed the clays for the manufacture of common bricks, tiles, and coarse earthenware. No clays fit for the finer kinds of pottery have as yet been found in the country.

Clays suited for the manufacture of bricks are found in a vast number of places throughout the Province. In Ontario, the clays are divided into two classes. The older and underlying deposit is comparatively free from oxide of iron, and yields white bricks, which generally, however, have a somewhat yellowish tinge. The white-brick clay is unconformably overlaid by another deposit, which gives red bricks. These white bricks, which are more esteemed than the red, are made in a great many localities, from the shore of Lake Huron as far eastward as Brockville. The average number of bricks made annually in Toronto is from fifteen to twenty millions, of which from seven to ten millions are white bricks.

In Quebec, the two kinds of clay which are distinguished in the West are no longer met with ; but an extensive deposit of marine clay extends throughout the valleys of the Ottawa and St. Lawrence, and furnishes everywhere material for bricks. The two principal manufacturers at Montreal produce each about ten millions of bricks annually. Some beds of these clays are employed for the manufacture of coarse earthenware, which is manufactured at many places in either Province. Drain-tiles for agricultural purposes are also made at several places.

The white siliceous sandstone of the Potsdam formation affords, in many places, a material sufficiently pure for the manufacture of glass.

The specimens of this stone from Vaudreuil have attracted the attention of English glass manufacturers, who import a similar material from the United States, and who have made inquiries as to the price at which the sandstone could be furnished in England. A successful glass factory has since been established at Vaudreuil.

Good marine clays, furnishing material for bricks, are to be found at very many places in Nova Scotia and New Brunswick, so that they may be considered as generally obtainable for local use.

Fire-clay is met with beneath the coal-seams in the Newcastle district of New Brunswick, and has been shipped to some extent to St. John, but less attention has been devoted to it than its value and accessibility deserve.

Good red-brick clays exist at Fort Garry in Manitoba, and will be of considerable value to that Province, if care is taken in the proper mixture of suitable sand, and in burning.

Brick-clays exist near Victoria in British Columbia, and at many other parts of the coast, as at Comox Harbour and elsewhere.

VIII. CEMENTS AND MORTARS.

Under this head come the ordinary limestones and those suitable for making water-lime.

The Lower Silurian limestones of the Chazy formation and of the Trenton group afford, throughout their distribution, abundant material for the manufacture of lime, and they are extensively burned in many parts of the Dominion. From their general purity, and from their freedom from iron and magnesia, they yield a white lime well adapted for making fine mortar, for whitening walls, for agricultural purposes, and for the purification of coal-gas.

The Middle and Upper Silurian limestones of Ontario are generally magnesian, and have the composition of dolomite. When burned, they yield a meagre or magnesian lime, which is for the most part very free from impurities. These magnesian limes yield very strong mortar, but are considered to be less proper for agricultural purposes than those which contain no magnesia.

The limestones of the Laurentian series are very important, both from their extent and from the fact that wherever they occur the same region presents fertile valleys fit for cultivation.

Hydraulic cements are artificially made by mingling chalk or other carbonate of lime with a proper quantity of clay, and calcining the mixture. Where, however, natural admixtures of clay and carbonate of lime can be obtained in abundance, it is more advantageous to employ them than to resort to artificial preparations. When a limestone contains ten or fifteen per cent. of clay, it yields a lime possessing hydraulic properties, which increase with the proportion of clay ; and when this amounts to one-third of the lime, the mixture yields a mortar which hardens almost immediately under water. Magnesian limes yield hydraulic cements equally good with those of pure lime.

Argillaceous limestones and dolomites, yielding good hydraulic cements, are known in many parts of Canada. Valuable quarries are found at Gaspé, at Quebec City, and other points in that Province, and at Napean, Kingston, Thorold (an exceptionally good cement), Oneida, Brantford, and on Lake Huron in the Province of Ontario. Limestones, both of the ordinary and magnesian sorts, and of every shade from pure white to one which, from disseminated graphite, is nearly black, form thick deposits at the narrows of the St. John River in New Brunswick, and many large quarries are worked. Through the whole coastal group very pure white carbonates of lime are found in Charlotte and King's counties, the Nerepis River, Grand Manan, etc. Pure limestones are also found at Woodstock, Canterbury, and the north-western counties.

In Nova Scotia also, good limestones are found in Cumberland County, and near Windsor and Halifax, and at Big Bras d'Or and other parts of Cape Breton. In Manitoba and the North-west they abound near many of the lakes and rivers.

Limestones are abundant in British Columbia, both in Vancouver Island and the mainland, in those parts which have come under survey. They are of both grey and white descriptions, and afford an excellent building-lime.

IX. GRINDING AND POLISHING MATERIALS.

These consist of millstones employed for grinding grain, and, secondly, of stones used for grinding, sharpening, cutting, and polishing metals and stones. Besides these, mention may be made of garnet rock, sometimes used as a substitute for emery, and which occurs in Canada at Bay St. Paul and St. Jerome, in Quebec.

The French buhrstone, which is preferred to all other materials for the construction of mills for grinding grain, is a peculiar chert-like siliceous rock, having a porous or cellular texture, which renders its surface especially adapted for the purpose.

In the Laurentian series in Canada, however, a cellular chert of this kind occurs in large veins, apparently of aqueous origin, cutting the intrusive syenite of Grenville. The chert, which much resembles the French buhrstone in its character, has been pronounced to be equally well fitted for the manufacture of millstones. The portions at the surface are, however, injured by the weather; and the difficulties of quarrying the material from a vein in the hard syenite are such that it would probably prove more expensive than the imported buhrstone.

In various parts of the country, millstones, inferior to the French stones, but answering a very good purpose, are made from different hard siliceous rocks. Along the north shore of the Ottawa, on the Saguenay, at St. Cuthbert, Vaudreuil, and other points in Quebec, millstones of a good quality have been made from the quartzose conglomerates or granitoid gneiss rocks.

At Cayuga in Ontario good millstones are manufactured, and some points on Lake Superior possess rocks of a similar character.

For *grindstones and whetstones*, a sandstone well adapted is found in Ontario at Nottawasaga, Collingwood, and Madoc; and in Quebec, at Whetstone Point on the Chaudière Lake, Whetstone Island in Lake Memphremagog, and at Stanstead, Bolton, and Oxford.

In New Brunswick, sandstones of superior quality for making millstones or grindstones may be obtained in the Lower Carboniferous or millstone-grit series of rocks, near the head of the Bay of Fundy. Quarries have been opened at Shepody Bay and neighbouring points.

In Nova Scotia the quarries of Minudie yield excellent grindstones and scythe-stones, which are largely manufactured for export.

X. BUILDING-STONES.

Of these Canada possesses an abundance, both for common and decorative architecture.

Granite, syenite, and gneiss may be considered together, inasmuch as they pass into one another.

In Quebec, one of the most beautiful granites is to be found in the township of Stanstead, where a mass of it covers an area of about six square miles. This granite is a rather fine-grained and uniform mixture of white orthoclase and white quartz, with a sparing amount of black mica, giving a light grey colour to the mass. The rock is free from iron pyrites, and appears to be but little affected by the weather. It is capable of being easily split by wedges into blocks of almost any required size. This stone appears to compare favourably with the best granites of Great Britain and of New England. Although granite is more expensive to quarry and to dress than limestone, its superior beauty and durability cause it to be preferred for structures destined to be of a lasting nature; and the facilities now offered by railways enable these beautiful granites of the eastern region to find their way into all the Canadian markets.

Granite similar to the above is found at Barmston and Barford, and in many localities around the St. Francis and Megantic rivers.

Among the intrusive rocks of the Laurentian series, is a reddish syenite having an area of about thirty-six miles among the Laurentian rocks in the townships of Grenville, Chatham, and Wentworth. It is composed chiefly of a deep flesh-red orthoclase feldspar, and a greenish-black cleavable hornblende.

A very fine variety of syenite is obtained from Barrow Island in the St. Lawrence near Gananoque ; and it is said to be common in numerous small islands from this nearly to Brockville. It differs from the last in containing but a small proportion of greenish hornblende. The quartz, which is more abundant than in the Grenville syenite, is somewhat bluish and opalescent; and this, with the rarity of the hornblende, gives to the rock a brighter red colour, which is very agreeable to the eye, and resembles that of the red Aberdeen granite.

The gneiss of the Laurentian series is in many localities well fitted for building purposes ; but it occurs in districts removed from the towns, and has received but few applications.

Sandstones capable of being employed for building purposes abound in Lake Superior and through the Huronian series. At Lyn near Brockville in Ontario massive beds are found, from which sandstone was procured for the new houses of Parliament in Ottawa, as also from similar quarries at Nepean. A belt of sandstone strata, from two to ten feet thick in its different beds, and known as the Grey-band, extends from Queenston to Collingwood, and from this sandstone University College in Toronto was built.

In the Province of Quebec, at Gaspé, on Anticosti Island, and at Vaudreuil, quarries of fine sandstone are to be found in abundance.

In New Brunswick, many excellent granites are obtained from those of the Laurentian system. At Eagle's Cliff, and at St. George in Charlotte County, in the Nerepis Valley, and on the St. Croix River, quarries producing excellent stone for architectural purposes exist. Sandstones of various textures and colours are abundant through the southern counties. The best is an olive-grey freestone in Albert and Westmoreland counties. Red freestones are found at Lepreau, and grey sandstones of a harder character in the county of St. John. Sandstones of fine building quality are found in Nova Scotia at Minudie, Cheverie, Hantsport, and Windsor.

The good grey *limestones* suitable for building are of frequent occurrence. The principal points worked for supply in Quebec are at Grenville, Grand Isle, Caughnawaga, and Pointe Claire. Large quarries are open near Montreal, derived from the grey beds of the Trenton formation. The band has a thickness of from eight to twelve feet, made up of beds of from three to eighteen inches. From these are derived the stones used in the best buildings of Montreal. Farther down the St. Lawrence, these limestones are to be found at very many points, and also at Murray Bay, the Saguenay, and Anticosti.

In Ontario, these limestones are to be found at Niagara and Guelph,—where the quarries are exceptionally good,—at Owen Sound, Brantford, and, in the eastern part of the Province, at Brockville, Bowmanville, Kingston, and Cornwall.

In North-western Ontario and Manitoba, supplies of good building limestones and sandstones are to be found on Lake Nipigon, the Black Sturgeon River, and elsewhere. The limestones of the parish of Portland and the narrows of the St. John in New Brunswick, already mentioned for lime and cements, will undoubtedly yield good material for building purposes.

In the valley of the Nerepis and the north-western counties, excellent building limestones are found, and in Nova Scotia they are also sufficiently abundant over most localities heretofore noticed.

In British Columbia, very beautiful crystalline limestones for building purposes, furnishing blocks of great size, are found at Mount Mark above Horne Lake, and at Texada Island.

At Yale, on the Fraser River, a very fine, greyish-white building granite is observed, and limestone suitable for building is found both here and on the Thompson River. At Newcastle Island near Nanaimo, most valuable grey sandstone quarries are worked for export to San Francisco and to Victoria.

Marbles.—The name of marble is applied to those varieties of limestone which, from their fineness of texture and colour, and from their susceptibility of polish, are proper for decorative architecture, or for sculpture. Marbles may consist either of pure or of magnesian carbonate of lime. The presence of foreign minerals generally renders a limestone unfit for use as a marble ; but serpentine, which does not differ much from carbonate of lime in hardness, is often intermingled with it, and gives rise to some fine varieties of marble. This mineral may greatly predominate over the limestone, or even exclude it altogether ; thus giving rise to serpentine rock, or ophiolite, which through these admixtures passes into the marbles proper. As all of these have about the same hardness, and are employed for similar uses, they are not unfrequently confounded under the technical name of marble. The great variety of Canadian marbles, and the beauty of many of them, has attracted particular attention abroad ; and the collection of Canadian marbles was especially commended in the Report of the Paris Exhibition of 1862. A fine collection is now exhibited at the Geological Museum in Montreal.

The crystalline limestones of the Laurentian series yield in many cases a strong white marble, which, although not generally fine enough for statuary, is well fitted for purposes of decoration Among the localities on the Ottawa may be mentioned the Calumet Falls, Portage du Fort, and Fitzroy Harbour ; which last has been employed for the Parliament buildings at Ottawa. Portions of the Portage du Fort marble are of a tolerably fine grain, pure white in colour, and of a quality well fitted for all purposes but that of statuary. Near Beverley, in the township of Bastard, beds of this limestone are wrought as a marble for tombstones. It is strongly coherent, but greyish-white in colour, and contains small spangles of mica and of graphite.

Many fine varieties of serpentine marbles are found in Quebec through the Eastern Townships, and at Melbourne, Orford, and St. Joseph, at St. Lin, St. Dominique, St. Armand, and Dudswell. These marbles are of infinite variety of shade and colour, pure white, dove-grey, red, brown, black, or of variegated tints, and they take a fine polish.

In Ontario at Cornwall, Barrie, and Arnprior are fine marbles of similar character. Marbles of crystalline texture admixed with bands of yellowish green and dark green serpentine are found in New Brunswick on the St. John River, but blocks large enough for ornamental purposes are difficult to obtain. For this reason the beds at Long Island on the west side of the river, opened some years since by the Hon. S. L. Tilley, have been abandoned, although the product obtained in small blocks was of considerable beauty.

In British Columbia, many of the white limestones on the mainland are of the fineness of texture and the hardness of marble ; and in Vancouver Island, at Horne Lake, the limestone rocks produce a great variety of excellent ornamental marbles, suitable for almost all purposes. They are all more or less crystalline, and of white, whitish, dove-grey, and bluish colours; but none of the beds, so far

gulf is Johnston's Strait, and the south entrance is the Strait of San Juan de Fuca, which separates the south shore of the island from the territory of the United States. Queen Charlotte Islands, lying between lat. 52° and 54° N., and long. 131° 25′ and 134° W., are separated from the north portion of the coast by Queen Charlotte Sound.

The seaboard of British Columbia extends from the Straits of San Juan de Fuca to Alaska. These points are distant, on an air-line, some five hundred and fifty miles, but the coast is deeply indented by great arms of the sea at many intermediate places, so that the actual coast-line is very irregular, and will probably measure several thousand miles.

The northern part of the colony is diversified with mountain, lake, and river; is of extraordinary fertility, producing all Canadian cereals and vegetables, and fruits in larger measure than any part of even Ontario, and with a mining region at the head-waters of the Peace, Skeena, and Fraser rivers, which, though very imperfectly explored (owing to their inaccessibility to general travel), gives indications of being very rich in gold and silver. The southern and middle part includes the rich gold valley of Fraser River, and is well adapted for pasturage, and also, with irrigation, for agriculture; some parts, however, such as the Chilcotin plains, and the great and beautiful valley of the Okanagon, require no artificial irrigation, nor does any part of the seaboard.

The mineral resources of British Columbia are very great. Gold is found all along the Fraser and Thompson rivers, and in great abundance in the Cariboo district, the yield in that one locality exceeding, in 1870, one million dollars, while the yield of the entire Province for the past ten years has exceeded twenty-two million dollars. Silver and copper are also to be had in abundance, but the mines have not as yet been very largely worked. The true wealth of the Province, however, is its coal-fields, which are inexhaustible, easy of access, and easily worked. Bituminous coal is found on the mainland and on Vancouver Island, and anthracite coal on Queen Charlotte Island.

The climate of British Columbia is mild and favorable enough to allow animals to live in the open air throughout the winter, and in many parts the plains and hills are covered with an herb called bunch-grass, which possesses highly nutritious qualities, and keeps cattle in excellent condition during the whole winter. On the coast the winter is more humid than cold. The lakes are never wholly frozen, and travel is never impeded by the snow, except in the mountain passes.

The area of the land fit for agricultural settlement is estimated at 200,000 square miles, diversified by hill and dale, and watered by numerous streams and lakes. The soil varies from a deep-black vegetable loam to a light-brown loamy earth, the hills supplying slate and building-stone. Wheat, barley, potatoes, turnips, apples, pears, etc., grow luxuriantly. There is abundant grass for cattle, and sheep-raising has been introduced with success.

The country is rich in fur-bearing animals, bears, lynx, marten, and beaver. The annual product of the fur trade exceeds $250,000. Ship-building also promises to assume large proportions.

The chief river is the great Fraser River, which pursues a rapid course between steep and rocky banks, until, approaching the sea, it presents a fertile and finely wooded valley of from fifty to sixty miles in length. The total length of the Fraser River is about 700 miles. The Thompson River surpasses the Fraser in the richness of its scenery, and flows through one of the most beautiful countries in the world. The Columbia, another noble stream, enters the United States at Fort Shepherd, after a course of nearly 800 miles in British territory. Its total length is about 1,200 miles. Means of communication are very good.

Steamers ascend the Fraser River over 100 miles, to the head of navigation, and for over 450 miles beyond this there is an excellent gravelled road, constructed by the government.

British Columbia consists of two perfectly distinct parts, the mainland above described and Vancouver Island. This island is the largest in the Pacific, being 278 miles long and forty to fifty wide. It is separated from the mainland by the Straits of Fuca, which are about sixteen miles in width, and by the Gulf of Georgia, which varies from thirty miles in width to a narrowness that is bridgeable, viz., at Valde's Island.

The island is noted for its coal mines. Gold has also been found. The harbors are numerous and excellent, and Esquimault Harbor is the naval station of the imperial government and the site of an extensive graving dock.

Burrard Inlet is the largest and finest harbor on the mainland, and also the Pacific Railway terminus.

The public affairs of British Columbia are administered by a Lieutenant-Governor, an Executive Council of five members, and a Legislative Assembly composed of twenty-five representatives elected every four years. Justice is dispensed by a chief-justice and two assistants. Education is free, and schools non-sectarian.

There is regular steam communication from Victoria to Portland and San Francisco; while telegraph lines extend from Victoria via Saänich to Swinomish, U. S., thence via Matsqui, Hope, Yale, Lytton and Quesnel to Barkerville, Cariboo, a total distance of 632 miles,

There is also a branch line from Matsqui to Burrard Inlet *via* New Westminister, in addition to a right of way over the line belonging to the Western Union Telegraph Company, from Swinomish to Victoria, which comprises five submarine cables. This line of telegraph, which by the Act completing the union of Columbia with Canada became the property of the Dominion, is 632 miles long, and is being extended across the entire continent.

The construction of the Canada Pacific Railway cannot fail to develop the untold resources of this Province, and add greatly to the wealth and general prosperity of the Dominion.

Though British Columbia possesses considerable tracts of fine agricultural and pastoral land, amply sufficient to produce all the food her own population is ever likely to require, yet it is not probable that she will ever hold a prominent position as an exporting agricultural country. Her chief resources are her forests, her fisheries, and her mines, and these are capable of almost unlimited development. Her gold-fields, her silver-veins, and her coal-mines are yet in their infancy; her timber trade is in a similar condition; and her fisheries, which may fairly be expected to rival those of the Atlantic Provinces, have scarcely yet extended beyond the supply of local demands.

There cannot be a doubt in the mind of any one who has visited the country, that a bright and prosperous future is in store for the Alpine Province of the great Dominion, only to be realized, however, when the iron road shall have brought her into closer communion with her elder sisters in the east.

The distance from Montreal to Victoria is over 3,600 miles, which can now be accomplished in eleven or twelve days by the San Francisco route; but by the future Canada Pacific Railway the distance will be reduced to less than 2,800 miles. The most direct route to British Columbia from England is by way of Quebec and San Francisco, the Allan line of steamers furnishing passage-tickets through from Liverpool. On arriving in Quebec, passengers proceed through to Chicago by rail, and thence by the Pacific Railway to San Francisco, whence steamers ply regularly to Victoria and New Westminster.

This colony was first established in 1858, and has since made remarkable progress. The total population is about 60,000, of whom 15,000 are whites.

VICTORIA, the capital of British Columbia, is situated near the south-east extremity of Vancouver Island, where the adjoining Strait of Fuca is 17 miles in breadth, 143 miles from Olympia (Puget's Sound), 320 miles from Portland (Oregon), and (by C. P. R.) about 2,800 miles from Montreal.

The surroundings of Victoria are singularly beautiful. To the south is a wide stretch of sea, closed in by the magnificent range of the Olympian Mountains. These mountains, the lower portion of which is shaded with a soft velvety mist, and the tops covered with snow strongly reflecting the rays of the sun, form the most prominent feature in the landscape. To the eastward is Mount Baker, which, at a distance of nearly 100 miles, rears its snowy peak far away into the clouds. To the westward is a long, wide stretch of sea, bounded on one side by the Olympian range, and on the other by the rocks and mountains of Vancouver, jutting out here and there into the Strait; while to the northward are ranges of hills and mountains, prominent among which, and within five or six miles of the town, are the peaks of Mount Tolmie and Cedar Mountain. From these heights the most beautiful panoramic views of the southern end of the island, the surrounding ocean, the Olympian range, and the coast range on the mainland far westward may be obtained.

The country in the neighborhood of Victoria is remarkably picturesque. Natural parks—in which there are numbers of fine old oaks and a profusion of ferns and wild roses—little inlets, bays, and beaches, jutting rocks, and the fine scenery of the background, combine to render it one of the most lovely spots on earth. This, together with its magnificent climate, which is beautifully clear, cool and fresh during the whole summer season, and very mild in winter, must in the future render it a place of great resort.

Three miles from Victoria is the harbor of Esquimault, one of the finest on the Pacific coast. There is here a naval station, at which there are generally two or three ships of war. A graving dock was recently built, capable of admitting ships of the largest size. An excellent macadamized road connects the two harbors.

The city boasts of some good streets, with fine drives, over excellent roads, in various directions. Adjoining the town a large extent of ground has been reserved for a public park. This picturesque locality, known as Beacon Hill, borders on the Strait. Here is the public race-course and cricket-ground. On the outskirts of the town are many attractive residences, and every cottage displays its pretty garden.

Though Victoria can boast of no architectural pretensions, there are many neat and substantially constructed buildings; among them may be mentioned the Provincial offices on James' Bay; the Presbyterian, Wesleyan, and Roman Catholic churches; a Jewish synagogue; Christ Church cathedral; the iron church of St. John, a donation to the Episcopalian congregation of the Province from the Baroness Coutts; the Angela College for young ladies, from the same excellent lady; the St. Anne's Convent and Orphan School; the Masonic building; the Mechanics' Institute; Bank of British North America; hotels, hospital, and theatre. A post-office and a custom-house were lately built by the Dominion Government.

The city is supplied with gas and water-works. There are several breweries, distilleries, foundries and factories, one ship-yard, etc. Wages are high for all laborers and mechanics, who are always in demand. The population is about 6,000. The amount of business transacted in Victoria is far beyond what would be expected from a town of such a limited number of inhabitants.

NEW WESTMINSTER, the former capital of British Columbia, is beautifully situated on the north bank of the Fraser River, 85 miles from Victoria. The town boasts of a very handsome Episcopal church (of stone) and the only peal of bells on the coast, presented some years ago by Miss Burdett Coutts, now Baroness in her own right. There are also very neat churches in connection with the Roman Catholic, Presbyterian, and Methodist denominations. Population, over 3,000. Steamers run twice a week between New Westminster and Victoria.

BURRARD INLET, one of the finest harbors on the Pacific coast, and the terminus of the Canada Pacific Railway, is only a few miles from New Westminster.

NEWFOUNDLAND.

NEWFOUNDLAND is a large island in the Atlantic Ocean at the mouth of the Gulf of St. Lawrence, between lat. 46° 38′ and 51° 40′ north, and long. 52° 35′ and 59° 35′ west. It is separated on the north-west from Canada by the Gulf; its south-west point approaches Cape Breton; north and north-east are the shores of Labrador, from which it is divided by the Straits of Belleisle; and on its eastern side expands the open ocean. It lies nearer to Europe than any part of America. It is about 1,200 miles in circumference; its width, at the very widest part, between Capes Ray and Bonavista, is about 300 miles; and its extreme length, from Cape Race to Griguet Bay, about 419 miles, measured on a curve. Its form is somewhat triangular, but exceedingly irregular, owing to its being indented with deep bays, the most remarkable of which are Hare, White, and Notre Dame Bays, Bay of Exploits, Bonavista, Trinity, and Conception Bays on the east coast; St. Mary's Bay, Fortune and Placentia Bay, on the south coast; and St. George's Bay and Bay of Islands on the west. There are besides these smaller bays and harbors. Many of these are extensive, commodious, and well-sheltered, with numerous rivulets running into them, while most of the harbors have complete anchorages, with clear and good channels.

Hills and valleys continually succeed each other, the former never rising into mountains (the highest not exceeding 1,500 feet), and the latter rarely expanding into plains.

The rivers of Newfoundland are numerous, and though the majority are small, yet some attain to respectable size. The largest are the Humber, River of Exploits, Gander, and Great Cod Roy rivers. The Humber, in its main branch, is about 80 miles long; in its second, or Grand Pond branch, it is about 48 miles long. The Exploits is about 150 miles long, and drains about 3,000 square miles of country. The Gander is somewhat over 100 miles long. Nearly all the rivers issue from lakes or ponds in the interior. Many of them abound with excellent salmon. Fresh-water lakes and ponds are also numerous. They are found over the face of the entire country—on the very tops of hills. The surface covered with fresh water has been estimated at one-third of the whole island. Sixty-seven ponds have been counted from one spot on the north-east mountains of Avalon, some two and three miles in extent, none less than 100 yards, and not at a further distance than ten miles from the base of the hill. The principal lakes in the island are the Gander Pond, Deer Pond, Grand Pond, and Red Indian Pond. The Grand Pond contains an area of about 185 square miles; this includes an island at its south-west end, which contains an area of about fifty square miles. Deer Pond has an area of about thirty square miles. The Red Indian Pond has an area of sixty-four square miles. The Gander Pond is from seventy to eighty square miles.

The prevalent formation of Newfoundland is granite, and in some parts porphyry, quartz, gneiss, mica, and clay slate, with secondary and, over a considerable area, carboniferous formations. The minerals of the island comprise silver, copper, lead, chromic iron, magnetic iron, specular iron, manganese, nickel, plumbago, gypsum, serpentine, jaspers, white and black marble, limestone, and coal. Traces of gold have also been found by analysis, as well as traces of cadmium and bismuth.

The principal mines are the Tilt Cove Mine (copper), the Notre Dame Mine (copper), both on the eastern side of the island; and the La Manche Mine (lead), on the southern coast. The first named has been very productive. The other two have not been so successful, though there is no doubt they are rich in minerals; the cause of their comparative failure is to be found in the lack of means.

The climate, being insular, is not liable to so great changes in temperature as that of the neighboring continental Provinces, the winter being much milder and the summer not nearly so warm. In May and beginning of June, dense fogs prevail on the banks and neighboring shores, but they do not appear to be in the least prejudicial to health.

The principal trees of Newfoundland are spruce, birch, pine, larch, willow, ash, and fir. Recumbent and standing evergreens are to be met with in great variety; berry-bearing bushes abound in every swamp: European and American grasses, also red and white clover, are abundant.

In several sections of the island, agriculture can be carried on with profit. In the neighborhood of many of the lakes and rivers there are valuable alluvia. Potatoes yield well and are of an excellent quality; green crops thrive well in many districts. Wheat has been known to yield 30 bushels per acre. Apples, plums, and cherries have been raised with success; gooseberries, strawberries, and raspberries, of very good quality, are grown.

The timber lands, amounting to nearly one million of acres, and situated principally on the western side of the island, and by the chief lakes and rivers, are wholly unsettled and ungranted, though they are of high importance with a view to settlement. No lands are let for lumbering purposes—the laws provide that they shall be disposed of for settlement alone; but the probability is that this will at once be changed, so as to open up the country for lumbering enterprises.

The only animal peculiar to the island is the Newfoundland dog; famous the world ever. Among the wild animals may be enumerated the deer, the wolf, the bear, the beaver, the marten, and wild-cat. Land and aquatic birds are numerous. Seals are numerous on the coasts, as are also whales, grampuses, and porpoises; while for fish, there is no place in the world comparable to Newfoundland, especially for cod. The famous Grand Banks swarm with cod and every other variety of fish.

The cod fishery opens in June and lasts till the middle of November, and may be said to form the chief occupation of the inhabitants of the island.

The seal fisheries of Newfoundland are of very great importance. Over 200 vessels have been annually employed in this industry, having an aggregate of nearly 40,000 tons burthen, and a complement of between 10,000 and 12,000 men.

The chief exports of the island are fish, fish oil, seal oil and skins, and the imports consist of breadstuffs, fruits and textile fabrics. Over $7,000,000 of these articles have been imported within a single year, while the exports during the same time have exceeded $6,000,000.

The government of Newfoundland pays $120,000 annually for the steam service of the colony. The steamers subsidized are the Allan line, to and from Liverpool and Halifax, or some port in the Dominion or United States, once a fortnight, and several for coast and local service.

The public affairs of Newfoundland are administered by a Governor, appointed by the Queen; an Executive Council of six members, a Legislative Council of thirteen members, and a Legislative Assembly of thirty-one representatives. The judicial department comprises a Supreme Court, with a chief and two assistant judges; a Vice-Admiralty Court, and a District Court.

The public school system is based on the denominational principle as regards Roman Catholics, and the non-denominational as far as Protestants generally are concerned.

There are four public academies, based on the denominational principle, and all situated in the capital of the island; one for Roman Catholics, which is in connection with their college; one for the Church of England Protestants, in connection with their collegiate establishment; one for Wesleyans; and one for Protestants of all other denominations.

There are no railways on the island, and the means of communication are not the best. Two steamers make fortnightly trips to the principal places north and south of St. John's, and another runs daily between ports on Conception Bay. It is, however, proposed to build a railway through the island, and the surveys, which were some time ago authorized by the government and legislature, have been so far carried out as to demonstrate the feasibility of the scheme and the immense resources of the country it will open up. The last official census (1874) gave the island a population of 170,000.

ST. JOHN'S, the commmercial emporium and seat of government of Newfoundland, is situated about three miles from Cape Spear, the most easterly land on the American side of the Atlantic. The harbor, though rather small, is thoroughly safe in all weather; vessels may ride out any gale when once inside the heads. On the south point of the narrows is erected the harbor light, burning at an elevation of 114 feet. The rocks on which this beacon is erected are the termination of a high range of hills running east and west, which constitute the south side of the harbor. At the foot of these hills are situated most of the vats used in the manufacture of the seal oil, and most of the mercantile houses have wharves and premises on that side, for the transhipment of articles of export. There is also situated the dry dock, capable of raising vessels of about 600 tons burthen. A causeway and bridge connects the south and north sides. On the north side the hills, which are so abrupt at the narrows, fall away in a series of gentle undulations sloping towards the harbor. On this slope the town is built, the site being everything that could be wished. The principal thoroughfare is called Water Street, running nearly parallel with the harbor, but rather irregular. This street is about one and a half miles long, well built on both sides with stone or brick, but not showing much appreciation of street architecture. In the busy seasons it is crowded till late in the night by thousands who come from the out-ports to buy and sell. The amount of business done in these short periods is almost incredible for the size of the town, amounting to perhaps four or five millions of dollars in three or four weeks.

The manufacturers are few but important, there being very large biscuit manufactories, foundries, breweries, rope factories, and oil refineries.

St. John's boasts of several handsome public buildings. The Church of England Cathedral (early English), by Gilbert Scott, is a very beautiful edifice, and cost about $120,000. The Roman Catholic Cathedral and adjacent buildings form a very conspicuous and imposing group, built on high ground, erected at a cost of about $800,000. There are also the Government house (costing $240,000), Colonial building, court-house, penitentiary, lunatic asylum, hospital, poor-house, and banks. The lunatic asylum is beautifully situated in wooded grounds, about three miles out of the town.

The population of the city is about 30,000.

GEOLOGY OF THE DOMINION.

THE following article makes no attempt at the dignity of a *comprehensive essay* upon so interesting and extensive a subject as the Geology of the Dominion.

The Department of the Interior has kindly furnished for this Atlas a special transfer of the great geological map of Canada, prepared under the direction of Sir William Logan, F.R.S., in 1869, and also the corrections and additional maps since that date.

To give as briefly as possible such data as shall lead to some understanding of this map, and of the general geological formations and mineral resources of Canada, is all that this article attempts.

To this end we shall confine ourselves mainly to the *economic geology* of the Dominion, describing as nearly as possible, by Provinces, the character and location of such minerals, ores, and earths as are of use in commerce, and might be sought after by business men, for whom this Atlas is chiefly intended.

For this purpose, Mr. Selwyn, the Director of the Geological Surveys of Canada, has kindly placed at the disposal of the writer the complete records and reports of progress in his department up to the present time. From them most of the information given below is derived, and to them (in published volumes) the reader is referred for more scientifically geological or particular information.

Valuable information has also been obtained from Dr. Dawson's Acadian Geology and reports on Prince Edward Island, and Mr. Alexander Murray's reports of the geological surveys of Newfoundland.

With the exception of about 50,000 square miles belonging to Quebec, extending from the line of New York to Gaspé, and joining the Lower or Maritime Provinces, the whole of the Upper Provinces of the Dominion lies on the north side of the St. Lawrence and the great lakes.

The flank of the northern hills, known as the Laurentides, forms the north shore of the river and gulf, until within twenty miles of Quebec. It then recedes, and at the latter city is already about twenty miles distant from the St. Lawrence. At Montreal the base of the hills is thirty miles to the rear, and to the westward of this it stretches along the north side of the Ottawa River for about 100 miles, and then runs southward across both the Ottawa and the St. Lawrence, crossing the latter river a little below Kingston, at the Thousand Islands, and entering New York. Here the Laurentides spread out into an area of about 10,000 square miles of highlands, known as the Adirondack country, and lying between the Lakes Champlain and Ontario The narrow belt of hill-country which connects the Adirondacks with the Laurentides north of the Ottawa, divides the valley of the St. Lawrence proper from that of the great lakes, which is still bounded to the north by a continuation of the Laurentides. The base of these from near Kingston runs in a western direction, at some distance in the rear of Lake Ontario, until it reaches the south-west extremity of Georgian Bay on Lake Huron; after which it skirts this lake and Lake Superior, and runs north-westward into Manitoba and the North-west Territory. This great northern hill-region consists of the oldest known rock-formation of the globe, to which the name of the Laurentian system has been given, and occupies a very large portion of the whole of the Dominion northward of the limits just assigned. Over a large portion of this area, along Lakes Huron and Superior, and farther eastward on Lake Temiscaming, is another series of rocks, to which the name of the Huronian system is given. But as the country occupied by these rocks is geographically similar to the Laurentian, it is for convenience here included with it.

To the south of this region the whole of Canada between Montreal and the Rocky Mountains, with the exception of the narrow belt of Laurentian country described as running southward across the Ottawa and St. Lawrence rivers, is very level. The same is true to the eastward of Montreal until we reach the Notre-Dame range of hills, passing southward into Vermont, and in its north-eastern extension bounding the Lower St. Lawrence valley to the south. This level country to the south of the Laurentides is occupied both east and west of Montreal by the same rock formations, and constitutes the Champaign region of Canada, the surface of which is scarcely broken, except by a few isolated trap hills near Montreal, and by occasional escarpments, ravines, and gravel ridges further westward.

On the southern, as on the northern, side of the valley of the Lower St. Lawrence is a range of mountainous country. These ranges keep close to the shores for a considerable distance up the river; but about 100 miles below Quebec, where the river is fifteen miles wide, the southern range begins to leave the margin, and opposite to Quebec is thirty miles distant. From this point it runs in a more south-western direction than the river valley, and opposite Montreal is met with about fifty miles to the south-east, where it enters Vermont, and is there known as the Green Mountain range, which forms the eastern limit of the valley of Lake Champlain. In Canada, this range, stretching from the parallel of 45° north latitude to the Gulf, is known as the Notre-Dame Mountains, but to its north-eastern portion the name of the Shickshock Mountains is often given.

This Notre-Dame range, on the south side of the St. Lawrence, which forms the belt whose course has just been described, has an average breadth of thirty to forty miles.

To the south and east of it the land is undulating, extending through the Maritime Provinces. This may be called the Eastern District.

The region occupied by the Laurentian series is exclusively composed of crystalline rocks, for the most part silicious or granite-like in character, consisting of quartzite, syenite, gneiss, and other related rocks, broken up into ridges and mountain-peaks.

The general level of this region is about 1500 feet above the sea, sometimes attaining an altitude of 2000 to 4000 feet, and running down to a much lower level than the average in the narrow belt crossing the country east of Kingston.

The softer rocks of this region are of crystalline limestone or marble, giving rise to numerous valleys of fertile soil. The hill-sides, covered with vegetable mould sustaining a growth of small trees, are soon laid bare if fire passes over them and destroys the growth, but in the valleys and lower parts of this region deep soil and heavy timber abound. This region also contains inexhaustible mines of rich iron ores, copper, lead, marble, and other minerals.

The Champaign region of these Provinces is divided into two parts by the narrow isthmus of Laurentian country, which runs from the Ottawa River to the Adirondack Mountains of New York. East of this division it includes all the country between the Ottawa and the St. Lawrence, and all between the Laurentides on the north and the Notre-Dame hills to the south-east. Westward, it embraces the whole country south of the Laurentian region, including the south-western peninsula of Ontario, lying between the great lakes. This is a region of vast plains, or very trifling elevations, underlaid by beds of unaltered Silurian and Devonian rocks of sandstone, limestone, and shale. These again are overlaid in the greater portion of the region by beds of clay, occasionally intermixed with, or overlaid by, sand and gravel, and often covered by a considerable thickness of vegetable mould.

In the eastern portion of this region, between Ottawa and Quebec, the lands are nearly all marine clays covered by sandy deposits, and forming a light, warm soil; or a heavy blue clay giving a strong and rich soil for cereal crops. Peat abounds through this region, and also mineral springs. Its mineral resources are chiefly confined to stones suitable for building, paving, lime, cement, and glass.

The south-western part of the Champaign region, commencing near Kingston, and including all the southern portion of Ontario, is the most fertile and productive part of Canada. Like the plains further eastward, its soils consist chiefly of strong clays, overlaid here and there by loam, sand, and gravel. In the natural state nearly the whole of this region supported a fine growth of timber, in great part of broad-leaved species, but presented, however, various local peculiarities. Thus, the banks of the Grand River from Galt to Brantford were remarkable for a sparse growth of oaks, free from underwood, and known as oak openings. These are said to have been pasture-grounds of the Indians, brought to this condition and kept in it by partial clearing, and by the annual burning of the grass. The object of this was to attract the deer who came to feed upon the herbage. The soil of these plains is a light sandy loam, very uniform in character, and generally underlaid by coarse gravel. The valley of the Thames, together with the rich alluvial flats which extend from it northward to the North Branch of Bear Creek, and southward nearly to the shore of Lake Erie, is remarkable for its great fertility, and its luxuriant forest growth. The soil is generally clay, with a covering of rich vegetable mould, and is covered in the natural state with oak, elm, black-walnut, and white-wood (*Liriodendron tulipifera*) trees of large size, together with fine groves of sugar-maple.

The mineral products of this region are chiefly building-stone, lime, cement, gypsum, and petroleum.

The hills of the Eastern Division on the south side of the St. Lawrence are crystalline rocks, but of a softer nature than on the north shore, and yielding, by their wearing down, a more abundant soil. The range of elevation is from 700 to (occasionally) 4000 feet above the sea, extending on the south-east side, through a succession of valleys, to the Bay of Chaleurs, and thence through the Lower Provinces.

The geological formations of the Lower Provinces are, so far as recent surveys establish, of the same series as of Upper Canada, the Laurentian system being ascribed here also to the older formations, and rocks corresponding to the Huronian and Silurian series being the main formations underlying the carboniferous and superficial areas.

The soil is of a sandy and loamy character. The minerals of the Eastern District are metallic ores, marble, slate, and, in the Lower Provinces, coal also.

The following are the names of the principal geological formations of Canada, in descending order:

X. Superficial.	V. Devonian.
IX. Tertiary.	IV. Upper Silurian.
VIII. Cretaceous	III. Middle Silurian.
VII. Permian.	II. Lower Silurian.
VI. Carboniferous.	I. Eozoic.

These again are subdivided into various local series or groups, of which it is only necessary to mention here that the Laurentian and Huronian systems above referred to are the divisions into which the Eozoic rocks of Canada have been classed. To these rocks no local names have yet been applied elsewhere in America; but, as they are here more extensively exposed than anywhere else on the continent, it would be inconvenient to describe the geology of Canada without giving the names used here, and which are now recognized abroad.

The limestones and sandstones of the older formations are to be found sufficiently distributed through most parts of Canada for all useful purposes, but the great eastern coal-field of North America is confined to the Provinces of New Brunswick and Nova Scotia, a narrow margin on the north shore of the Bay of Chaleurs being its limit in a westerly direction.

No coal exists in workable veins in Central Canada, but in the North-west Territories and in the Province of British Columbia it underlies large areas.

Passing by any enumeration of the less valuable or less abundant minerals which are to be found in the different rock formations of Canada, we will now speak in detail only of those which are susceptible of *economic* application. We follow the classification adopted in the official reports.

I. METALS AND THEIR ORES.

Iron.—Much has been written about the iron ores of Canada, but the information is to be found scattered through the geological reports of many years, and in scattered reports and papers given at various times to the public.

In 1874, Mr. B. J. Harrington, B.A., Ph.D., Chemist and Mineralogist to the Geological Survey, brought together concisely, in his report to the director, all the more important facts of previous reports, supplementing them with the results of his own recent observations, and to his report we are indebted for very much of the information we now give.

The iron ores of the Dominion have a wide range, both geographical and geological. From Vancouver Island on the west to Cape Breton on the east they occur at varied intervals; little, however being known of their extent or importance, except in the Provinces on the eastern side of the continent.

From the Laurentian days down to the present moment, processes of concentration, both chemical and mechanical, have been in operation, often resulting in the formation of beds and veins of ore. The processes have doubtless, to a certain extent, differed in kind, and have operated under more or less favourable conditions, and the ores, subsequently to their deposition, have frequently been subjected to agencies depriving them of their original characters, so that it is not surprising to find them differing widely in chemical composition and physical characters. They may, however, be classified as follows:

I. ANHYDROUS OXIDES.

1. Magnetic Iron Ore or Magnetite.
2. Hematite, including crystalline and earthy varieties.
3. Titanic Iron Ore.

II. HYDROUS OXIDES.

1. Limonite or Brown Hematite.
2. Bog Ore.

III. CARBONATES.

1. Spathic Ore.
2. Clay Iron-stone.

The sulphuret of iron, which is not used as an ore, but is valuable for other purposes, will be noticed in the second class.

Magnetic iron ore is probably the most abundant throughout Canada. This ore has a specific gravity of a little over five times that of water, is iron-black in color, hard, brittle, and of metallic lustre. When pure, it consists of 72.4 parts of iron and 27.6 parts of oxygen, but it often contains foreign matters, either mechanically mingled or chemically combined, which reduce more or less the percentage of the ore. It is found mostly in crystalline or metamorphic rocks.

The most important deposits of this ore occur in rocks of Laurentian and Huronian age, but it is also found in rocks which have been

referred to the Lower and Upper Silurian, as well as in the Devonian and the Trias. The iron sands of the Gulf of St. Lawrence, moreover, give us examples of deposits of more recent date, and form one of the best possible illustrations of the great concentrating processes carried on by Nature.

Magnetic ores abundantly occur throughout several counties of Ontario. An important deposit in the township of South Crosby, known as the Chaffey Mine, has been worked for many years. It forms a bed 200 feet thick in gneiss rock, and has been traced for a long distance. The Mathews Mine in the same township is a continuation of this bed, and is mined with equal success. A very fine and valuable ore, free from any trace of pyrites and with very little sulphur, exists as a large deposit at North Crosby, on the land of the Hon. George W. Allan, of Toronto. The ore is a fine crystalline magnetite, and seems worthy of most careful examination. On the fourteenth lot of South Sherbrooke a bed of twelve feet occurs, which has been used to advantage in Col. Gzowski's iron-works at Toronto. Another deposit, with a thickness of sixty feet, is said to exist at Myer's Lake in the same township, and specimens of ore from this locality assay 63 per cent. of metallic iron, equal to 87 per cent. of magnetic oxide.

The contiguous townships of Madoc, Marmora, Belmont, and Seymour contain several beds of magnetic iron ore, which have yielded excellent iron. The ore is black, fine-grained, and very pure. Blast-furnaces were erected many years since at the village of Marmora, and the biggest production of iron in Canada now comes from the Blairton mines, the "Big Ore-Bed," as it is called, in the township of Belmont. This bed has usually been called 100 feet thick, but it is more properly a succession of beds, interstratified with layers of slate and crystalline limestone, occupying a breadth across the strike and back from Crow Lake, into which it runs obliquely, of about *five hundred feet.*

This section was at one time nearly abandoned, as being far removed from any shipping-point, but the building of the Coburg, Peterboro', and Marmora Railway has put renewed life into its mining enterprises.

The Seymour ore-bed of Madoc, the Howse Mine, and other locations in Bedford, the Foley Mine in Bathurst, the Fournier and other mines in South Sherbrooke, are all important deposits, and in some other parts of the Province others are to be found, although we have enumerated above most of those which are of real economic importance.

In Quebec, through the townships of Sutton, Bolton, and Leeds (Megantic), and at Inverness, Grenville, and Wentworth, are large and valuable deposits of magnetic ore.

At Hull, on the Ottawa River, is a valuable deposit, worked for some years and yielding 69.65 per cent. of metallic iron.

At Bristol, in Pontiac County, valuable deposits were discovered over a large area, in 1873.

In the seigniory of St. Francis, Beauce, a bed of granular iron ore about two-thirds magnetite, with a vein forty-five feet wide, occurs in serpentine.

In New Brunswick, magnetic ores are frequently met with, but no well-defined beds have been developed. The localities in which the indications are the most abundant are in the parish of Springfield, in the Nerepis Valley, in Petersville in King's County, near Dolin's Lake and Lepreau in St. John County, and at Deer Island in Passamaquoddy Bay.

In the Upper Silurian slates and quartzites of Nova Scotia magnetite occurs in veins associated with specular or micaceous ores at Londonderry, and also near the East River, Pictou County. Near Truro, a bed six feet thick is said to exist, and the fossiliferous hematites of the Devonian slates on the south side of Annapolis Valley have in many cases been more or less completely altered to magnetite, a metamorphism, according to Dr. Dawson, which has taken place chiefly at Moose River, to the south of the great mass of granite in Annapolis County. A short time since, a massive, fine-grained magnetic, resembling some of the Laurentian ores, was discovered near the Nictaux River.

Valuable beds of magnetic ore occur on Texada Island, British Columbia, and they are said to exist at other points in that Province, though not yet opened for mining.

Many of the old crystalline rocks contain disseminated grains and crystals of magnetite and ilmenite, which, on the disintegration of the rocks, are gathered together and form deposits of what is known as "iron-sand." This iron-sand is always more or less mixed with siliceous sand, so that artificial processes of concentration have generally to be employed before it can be utilized for the manufacture of iron.

They exist in enormous quantities on the Lower St. Lawrence near the mouth of the Moisic River, where bloomary furnaces have been erected by Mr. Molson, of Montreal, and these sands contain 52 per cent. of magnetic grains. Other deposits in the same region, and assaying from 55 to 34.3 per cent. magnetic grains, are found at Tadousac, Mingan, Bersimis, Pentecost, Natasquan, Kagashka, Batiscan, and St. Margaret River, in localities favourable for shipment.

In Ontario they are also met with in workable quantities near Sarnia, and on the north shore of Lake Erie.

Hematite iron ores include several varieties of iron ore, consisting mainly of anhydrous peroxide of iron, the varieties depending upon texture rather than chemical composition. Specular and micaceous iron ore are terms applied to crystalline varieties with metallic lustre; earthy varieties are known as red ochre, while intermediate between the highly crystalline and the ochreous ores comes red hematite. The latter term is sometimes used by iron smelters in the same general sense that hematite alone is, to indicate any ore consisting essentially of anhydrous peroxide of iron. As a rule, hematite is freer from impurities than magnetite; it is not so easily reduced as hydrated oxides or carbonates, and is liable to produce grey rather than white iron, a fact of importance in connection with the manufacture of Bessemer pig.

Geologically our hematites have a wide range in time. They are found in the Laurentian, Huronian, Lower Silurian, Upper Silurian, Devonian, Carboniferous, and Trias formations.

Hematite occurs in both beds and veins, the beds generally, though not always, being the more important deposits. Like magnetite, it is not found solely in any one kind of rock, but often in rocks of most diverse characters.

An important deposit in Ontario exists in the township of McNab. The bed is thirty feet in thickness, and an analysis of an average specimen gave 58.8 per cent. of pure iron.

Large amounts of red hematite are met with at Iron Island, in Lake Nipissing. In Madoc, and at Gros Cap, Lake Superior, large deposits are unworked. The Dalhousie Iron Mine, in the township of that name, produces a valuable compact red hematite, and is extensively worked. Ores have lately been discovered at Lake Nipigon.

The ores from this Province are largely exported to the United States for smelting, it being found more profitable than erecting furnaces near the mines, which are distant from cheap fuel.

In Quebec, in the township of Sutton, several veins of hematite ore assay from 42 to 52 per cent. of pure iron; also in Brome, Inverness, and other townships. But one of the most valuable deposits is the Haycock mine near Hull, opposite Ottawa, which is a specular ore assaying from 64 to 68 per cent. of metallic iron.

Rising in the geological scale to the Upper Silurian, we find some exceedingly important deposits of hematite; but this, so far as known, only in the Province of Nova Scotia. As specular, or rather micaceous, iron ore, it is found in veins in the Cobequid Hills of Londonderry, and near the East River of Pictou County, that of the latter region being regarded by Dr. Dawson as the equivalent of the Londonderry ore. Earthy red ore in veins also occurs in large quantity near Londonderry, while beds of siliceous red hematite of enormous extent occur in Pictou County.

The red ores of Londonderry are frequently associated with limonite; they often contain a considerable proportion of water themselves, and may then be regarded as mixtures of hematite and limonite. The same is probably true of the red ores in many other localities.

According to Dr. Dawson, the Devonian slates of Nictaux River, Nova Scotia, contain a bed of highly fossiliferous red hematite, having a thickness of from 3½ to 4 feet.

In Cape Breton deposits of hematite are said to occur in rocks of Carboniferous age, but little is yet known of them. The Whykokomagh mines in Cape Breton produce a micaceous iron slightly magnetite, but still classed as a hematite ore.

Near Merigomish there is a large deposit of considerable value, and Dr. Hunt in his reports speaks highly of it for making steel.

In New Brunswick large deposits of hematite ore are found at Jacksonville, near Woodstock, and the iron produced is remarkable for its great hardness and strength. When converted into wrought-iron, it is on the authority of Sir William Fairbairn pronounced to be specially suited for the plating of iron-clad war-vessels and similar purposes. It is also admirably adapted for steel. Furnaces were erected at Woodstock, but are not now running. Similar ores are found in great abundance near the River Beccaguimic, and also, though probably not so abundantly, on the St. John, from Flanigan's Hill to the East Glassville settlement. In the eastern part of St. John County there are deposits of hematite ore in the Quaco Hills, and at West Beach and Black River; one of these beds is said to be twenty feet thick. A large bed of hematite is also said to exist near Coot Hill on one of the upper branches of the Nerepis.

Hematite ores are reported as found in some parts of Manitoba and the North-west Territories, but no particulars can be yet given.

Titanic iron ore is found chiefly in rocks of Laurentian age. Some of the ores of Broome and Sutton in Quebec contain from twenty to thirty per cent. of titanic acid.

The largest deposit known is at Bay St. Paul, where furnaces for smelting have been erected. It occurs in rock mainly made up of triclinic feldspar, and is ninety feet thick.

At St. Julien, near St. Lin, on the property of Joseph Barsalou, Esq., of Montreal, is a valuable deposit, and also at Bay of Seven Islands.

Limonite and Bog Ore.—Limonite, which in some of its forms is often called brown hematite, consists essentially of peroxide of iron combined with water, the theoretical proportions being 85.6 of the former to 14.4 of the latter.

The term limonite is generally made to include bog ores, which, however, is scarcely correct, as the ores to be described as limonite usually occur in veins, being the result of the alteration, generally *in situ*, of other ores of iron or of such minerals as ankerite; if they contain organic matter at all, it is, so far as known, in very small quantity. The bog ores, on the other hand, appear generally to contain a considerable quantity of organic matter, and occur, moreover, as patches or beds in low grounds.

In Ontario, the bog ore chiefly occurs, and is found in various localities on the shore of Lake Erie, in the townships of Charlotteville, Middleton, Windham, and elsewhere.

In Quebec, they exist largely at Vaudreuil, where the beds are from four to eight feet thick, and contain about 52 per cent. of iron. Ores of more or less purity are found also at Bastard Stanbridge, Farnham, St. Vallier, St. Angelique, and St. Elizabeth.

In the seigniories of Green Island, Villeray, Cacouna, and Rivière du Loup many traces are met with. The ore-bearing tract measures twenty-five miles east and west by six miles north and south over this region.

The large St. Maurice forges or blast-furnaces, near Three Rivers, produce many tons daily of iron which is much esteemed for car-wheels and like purposes, and are, or have been, supplied by the bog-iron ore beds of St. Maurice, Champlain, and other seigniories. Forges also exist at Batiscan River, called the Radnor Forges, and are supplied with ore from this and the adjoining seigniory of Champlain. Messrs. Larue & Co., the proprietors, sent a pair of car-wheels from these forges to the International Exhibition, which were said to have run 150,000 miles. Here, also, is a large rolling-mill.

In Nova Scotia, limonite of the brown hematite variety is found very pure near the East River, in Pictou County, and the Londonderry deposits in Colchester County are among the largest and most extensively worked in the Dominion. Here are the Acadia Iron-works with large furnaces. The ore is of the best quality, and the average yield from smelting is over fifty per cent.

At Brookfield, near the line of the railway between Halifax and Truro, large masses of limonite are said to occur scattered over the surface.

Bog-iron ores are found in New Brunswick along the northern side of the Granite Hills, in Queen's and Charlotte counties.

Limonite is said to occur at some localities in British Columbia, but they have yet to be examined.

Spathic iron ore, composed of crystalline carbonate of iron, is the least important of all the iron ores of the Dominion, only one deposit being known which gives any prospect of being of economic value.

The deposit alluded to occurs near Sutherland's River, in Pictou County, Nova Scotia. It appears to be a bed, the rocks above and below being sandstones of the millstone-grit formation. It is highly crystalline, and of a grey or brownish grey colour. Though perhaps not rich enough to be smelted as an ore, it would be an exceedingly valuable flux.

Clay iron-stone is a compact, earthy ore, varying in colour from light brown or grey to black, the different shades often depending upon the presence of organic or coaly matter, or upon the peroxidation of the iron when the ore has been exposed to atmospheric action. It consists of carbonate of iron mixed with clay and other impurities, and though not rich in iron has been the chief source of that metal in England.

In Canada, it is found in rocks of various ages.

In Nova Scotia, they occur in the Carboniferous shales of the Cape Breton, Pictou, and Cumberland coal-fields, though very little is really known of the thickness or quality of the deposits.

Clay iron-stones also occur in the Carboniferous Rocks of New Brunswick, but whether they are widely distributed or not, is not reported. Gesner's report, in 1840, says the quantity on Salmon River is very considerable.

In British Columbia, the coal-bearing rocks of Cretaceous age in Vancouver Island often contain iron-stones, though little is yet known as to the quantity. At the Bayne's Sound mines the nodules are of large size, some of them being flat or lenticular, and others round; the former vary in length from six inches to four or five feet, and in thickness from six to eighteen inches; and the latter are often as much as eighteen inches in diameter. Mr. Richardson thinks that at this locality sufficient could be obtained for the supply of a blast-furnace. East of the Rocky Mountains Cretaceous iron-stones again occur, but little can be said as to the quantity until further explorations have been made.

Those of Tertiary age occur in the lignite-bearing strata west of Red River, in the vicinity of the forty-ninth parallel, where they have been observed by Hector, Professor Bell, Mr. G. M. Dawson, and others. The recently published report of the last-named gentleman speaks of them as abundant, and in close proximity to the coals of the same region, and says that "should these ores ever come to be worked, limestone for use as a flux could be obtained in considerable quantities from the boulders of Silurian age which strew the plains in many places."

Clay iron-ores from Edmonton were assayed by Mr. C. Hoffmann, and gave an average of 34.98 per cent. of metallic iron. They seem to be rich and valuable ores, and are all carbonates, with an external coating of hematite.

We must refer the reader who may be interested, to the report of Mr. Harrington in the Geological Reports for 1873-74, for a very valuable chapter upon the cost of production of iron ores in Canada, wages, transportation, cost of mining, etc.

We have shown that Canada possesses inexhaustible supplies of rich ores of this precious metal, and it cannot be doubted that skilled labour and capital will one day make the iron mines of the Dominion a great source of national wealth.

Lead.—The only ore of lead met with in Canada is the sulphuret or galena. Galena almost always holds small portions of silver, and in some cases the amount of this metal is sufficient to render it valuable as a silver ore.

Well-defined veins of galena are met with in many localities traversing the rocks of the Laurentian series; and in some cases they pass upwards through the overlying Potsdam and Calciferous formations, showing them to be younger than the latter.

In Ontario, several veins of galena occur in the townships of Bedford, Lansdowne, Stonington, Peterboro', and Ramsay, and in several localities the mines are worked. On Lake Superior several veins occur, some of which are, as at Black River, extremely rich in silver.

At Thunder Bay, and the Nipigon region to the north-west of Lake Superior, very numerous and valuable veins of ore are found, and several mines opened and worked profitably.

On the seigniory of the Hon. L. J. Papineau, at North Petite Nation River, a lode of six or eight inches exists; and at Upton, Acton, and Cotton, all in the Province of Quebec, veins of some magnitude occur.

THE BANKS OF CANADA,

WITH THEIR CAPITAL, BRANCHES, FOREIGN AGENTS, &c., &c.

ONTARIO.

BANK OF HAMILTON.

CAPITAL SUBSCRIBED, - - - $1,000,000

HEAD OFFICE, - - - - HAMILTON.

AGENCIES:

Beeton,	Listowel,	Port Elgin,
Georgetown,	Milton,	Wingham.

AGENTS.—New York—Messrs. John J. Cisco & Son. London—The National Bank of Scotland.

BANK OF OTTAWA.

AUTHORIZED CAPITAL, - - - $1,000,000
PAID UP CAPITAL, - - - - 566,823

HEAD OFFICE, - - - - OTTAWA.

AGENCIES:

Ottawa,	Arnprior.

FOREIGN AGENTS.—London—Alliance Bank, Limited. New York—Harper & Goadby. Chicago—Canadian Bank of Commerce.

BANK OF TORONTO.

PAID UP CAPITAL, - - - - - $2,000,000
RESERVE FUND, - - - - - 750,000

HEAD OFFICE, - - - - - TORONTO.

BRANCHES:

Montreal,	Cobourg,	Barrie,
Peterboro',	Port Hope,	St. Catharines,
	Collingwood.	

FOREIGN AGENTS.—London—The City Bank. New York—The National Bank of Commerce; Messrs. Watson & Lang.

CANADIAN BANK OF COMMERCE.

HEAD OFFICE, - - - - - TORONTO.

PAID UP CAPITAL, - - - - - $6,000,000
REST - - - - - - - - 1,400,000

FOREIGN AGENTS.—New York—J. G. Harper and J. H. Goadby. Chicago—J. G. Orchard.

BRANCHES:

Barrie,	Hamilton,	Seaforth,
Belleville,	London,	Simcoe,
Berlin,	Lucan,	Stratford,
Brantford,	Montreal,	Strathroy,
Chatham,	Norwich,	Thorold,
Collingwood,	Orangeville,	Toronto,
Dundas,	Ottawa,	Walkerton,
Dunnville,	Paris,	Windsor,
Galt,	Peterboro',	Woodstock.
Goderich,	St. Catharines,	
Guelph,	Sarnia,	

BANKERS.—New York—The American Exchange National Bank. London, Eng.—The Bank of Scotland.

DOMINION BANK.

CAPITAL, - - - - - - - $1,000,000
REST, - - - - - - - - 310,000

HEAD OFFICE, - - - - - TORONTO.
Branch—Queen Street, corner of Esther.

BRANCHES:

Oshawa,	Whitby,	Brampton,
Uxbridge,	Bowmanville,	Napanee,
Orillia,	Cobourg,	Liverpool Market.

FOREIGN AGENTS.—Montreal—The Bank of Montreal. New York—The Bank of Montreal. London, Eng.—The National Bank of Scotland, 37 Nicholas Lane.

FEDERAL BANK.

CAPITAL PAID UP, - - - - - $1,000,000
REST, - - - - - - - - 185,000

HEAD OFFICE, - - - - TORONTO.

BRANCHES:

Aurora,	Kingston,	St. Mary's,
Chatham,	London,	Strathroy,
Guelph,	Newmarket,	Tilsonburg,
Hamilton,	Simcoe,	Yorkville.

AGENTS.—London, Eng.—The National Bank of Scotland. New York—American Exchange National Bank. Canada—Bank of Montreal and its Branches.

IMPERIAL BANK OF CANADA.

CAPITAL AUTHORIZED, - - - - $1,000,000
CAPITAL SUBSCRIBED, - - - - 910,800

HEAD OFFICE—Cor. Wellington St. and Exchange Alley (the Old Exchange Building), TORONTO.

BRANCHES:

Dunnville,	St. Catharines,	Fergus,
Ingersoll,	St. Thomas,	Woodstock.
Port Colborne,	Welland,	

ONTARIO BANK.

CAPITAL, - - - - - - - $3,000,000

HEAD OFFICE, - - - - TORONTO.

BRANCHES:

Alliston,	Mount Forest,	Port Perry,
Bowmanville,	Oshawa,	P. Arthur's Landing,
Guelph,	Ottawa,	Toronto,
Lindsay,	Peterboro,	Whitby,
Montreal,	Port Hope,	Winnipeg, Man.

FOREIGN AGENTS.—London, Eng.—Alliance Bank (Limited). New York—Messrs. Walter Watson and Alex. Lang. Boston—Tremont National Bank.

STANDARD BANK OF CANADA.

CAPITAL AUTHORIZED, - - - $1,000,000
CAPITAL PAID UP, - - - - - 509,750

HEAD OFFICE, - - - - - TORONTO.

AGENCIES:

Bradford,	Harriston,	Newcastle,
Cannington,	Markham,	Colborne,
Picton.		

FOREIGN AGENTS.—Montreal—Bank of Montreal. New York—Messrs. Smithers & Watson. London, Eng.—Imperial Bank.

QUEBEC.

BANQUE DE ST. HYACINTHE.

PAID UP CAPITAL, - - - - $233,890

HEAD OFFICE, - - - ST. HYACINTHE.

AGENCIES:

St. Hyacinthe, and St Desaire, P.Q.

NEW YORK AGENT.—National Bank of the Republic.

BANQUE DE ST. JEAN.

PAID-UP CAPITAL, - - - - $224,000

HEAD OFFICE, - - - ST. JOHN'S, QUE.

BRANCHES:

St. John's, Que., and Napierville, Que.

NEW YORK AGENTS.—Watson & Lang.

BANQUE D'HOCHELAGA.

MONTREAL, QUE.

PAID UP CAPITAL, - - - - $630,000
RESERVE, - - - - - - - 30,000

AGENCIES:

Montreal and Joilette, P. Quebec.

NEW YORK AGENTS.—National Park Bank.

BANQUE DU PEUPLE,

MONTREAL, QUE.

CAPITAL, - - - - - - $2,000,000

FOREIGN AGENTS.—London—Glynn, Mills, Currie & Co. New York—National Bank of the Republic. Quebec Agency—La Banque Nationale.

BANK OF BRITISH NORTH AMERICA.

PAID UP CAPITAL, - - - £1,000,000 STG.

LONDON OFFICE, 3 Clements Lane, Lombard St. E.C.
HEAD OFFICE IN CANADA—St. James St., Montreal.

BRANCHES AND AGENCIES IN CANADA:

London,	Kingston,	Fredericton, N.B.,
Brantford,	Ottawa,	Halifax, N.S.,
Paris,	Montreal,	Victoria, B.C.,
Hamilton,	Quebec,	Barkerville, B.C.
Toronto,	St. John, N.B.	

AGENTS IN THE UNITED STATES.—New York—D. A. McTavish and Wm. Lawson. San Francisco—A. McKinlay. Portland, Oregon—J. Goodfellow.

LONDON BANKERS.—The Bank of England; Messrs. Glyn & Co.

FOREIGN AGENTS.—Liverpool—Bank of Liverpool. Australia—Union Bank of Australia. New Zealand—Union Bank of Australia, Bank of New Zealand, Colonial Bank of New Zealand. India, China and Japan—Chartered Mercantile Bank of India, London and China, Agra Bank, Limited. West Indies—Colonial Bank. Paris—Messrs. Marcuard, Andre & Co. Lyons—Credit Lyonnais.

BANK OF MONTREAL.

CAPITAL SUBSCRIBED, - - - $12,000,000
CAPITAL PAID UP, - - - - - 11,999,200
RESERVE FUND, - - - - - - 5,000,000

HEAD OFFICE, - - - - MONTREAL.

BRANCHES AND AGENCIES IN CANADA:

Almonte, Ont.,	Hamilton,	Picton.
Belleville,	Kingston,	Port Hope,
Brantford,	Lindsay,	Quebec,
Brockville,	London,	Sarnia,
Chatham, N.B.	Moncton, N.B.	Stratford.
Cobourg,	Newcastle, N.B.	St. John, N.B.,
Cornwall,	Ottawa,	St. Marys,
Goderich,	Perth,	Toronto,
Guelph,	Peterboro',	Winnipeg,
Halifax, N.S.		

AGENTS IN GREAT BRITAIN.—London—Bank of Montreal, 9 Birchin Lane, Lombard Street.

BANKERS IN GREAT BRITAIN.—London—The Bank of England; The London and Westminster Bank; The Union Bank of London. Liverpool—The Bank of Liverpool. Scotland—The British Linen Company and Branches.

AGENTS IN THE UNITED STATES.—New York—Walter Watson and Alexander Lang, 59 Wall Street. Chicago—Bank of Montreal, 154 Madison Street.

BANKERS IN THE UNITED STATES.—New York—The Bank of New York, N.B.A.; The Merchants' National Bank. Boston—The Merchants' National Bank. Buffalo—The Farmers' and Mechanics' National Bank. San Francisco—The Bank of British Columbia.

COLONIAL AND FOREIGN CORRESPONDENTS. — St. John's Nfld.—The Union Bank of Newfoundland. British Columbia—The Bank of British Columbia. New Zealand—The Bank of New Zealand. India, China, Japan, Australia—Oriental Bank Corporation.

BANQUE JACQUES CARTIER.

MONTREAL, QUE.

FOREIGN AGENTS.—London—Glyn, Mills, Currie & Co. Paris—De Rothschild Freres. New York—National Bank of the Republic.

BANQUE NATIONALE.

HEAD OFFICE, - - - - QUEBEC.

CAPITAL AUTHORIZED, - - - $2,000,000
CAPITAL SUBSCRIBED, - - - - 2,000,000
CAPITAL PAID UP, - - - - - 2,000,000

BRANCHES:

Montreal,	Ottawa,	Sherbrooke.

FOREIGN AGENTS.—New York—National Bank of the Republic. England—National Bank of Scotland.

EASTERN TOWNSHIPS BANK.

AUTHORIZED CAPITAL, - - - $1,500,000
CAPITAL PAID IN, - - - - - 1,381,568
RESERVE FUND, - - - - - - 200,000

HEAD OFFICE, - - - SHERBROOKE, QUE.

BRANCHES.

Waterloo, Q.	Cowansville,	Stanstead,
Coaticook,	Richmond, Q.	Granby.

AGENTS.—Montreal—Bank of Montreal. London, England—London and County Bank. Boston—National Exchange Bank.

EXCHANGE BANK OF CANADA.

PAID-UP CAPITAL, - - - - $1,000,000

HEAD OFFICE, - - - - MONTREAL.

BRANCHES.

Hamilton, Ont.,	Parkhill, Ont.,	Aylmer, Ont.,
	Bedford, Que.	

FOREIGN AGENTS.—London—The Alliance Bank, (Limited). Chicago—Union National Bank. New York—National Bank of Commerce.

MOLSONS BANK.

CAPITAL SUBSCRIBED, - - - $2,000,000
PAID-UP, - - - - - - 1,998,861.86
REST, - - - - - - - 100,000

HEAD OFFICE, - - - - MONTREAL.

BRANCHES.

Montreal,	Brockville,	Clinton,
Exeter,	Ingersoll,	London,
Meaford,	Millbrook,	Morrisburg,
Owen Sound,	Ridgetown,	Smith's Falls,
Sorel,	St. Thomas, Ont.	Toronto,

AGENTS IN CANADA.—Quebec—Quebec Bank and Eastern Townships Bank. Ontario—Bank of Montreal and Ontario Bank and their Branches. New Brunswick—Bank of New Brunswick. Nova Scotia—Halifax Banking Company and its Branches. Prince Edward Island—Union Bank of P.E.I., Charlottetown and Summerside. Newfoundland—Commercial Bank of Newfonndland, St. John's.

AGENTS IN GREAT BRITAIN.—London—Alliance Bank (Limited). Messrs. Glyn, Mills, Currie & Co. Messrs. Morton, Rose & Co.

AGENTS IN UNITED STATES.—New York—Mechanics' National Bank; Messrs. C. F. Smithers & W. Watson; Messrs. Morton, Bliss & Co. Boston—Merchants' National Bank; Messrs. Kidder, Peabody & Co. Portland—Casco National Bank. Chicago—First National Bank. Cleveland—Commercial National Bank. Detroit—Mechanics' Bank. Buffalo—Farmers' and Mechanics' National Bank. Milwaukee—Wisconsin Marine & Fire Ins. Co. Bank. Toledo—Second National Bank.

MERCHANTS' BANK OF CANADA.

CAPITAL, - - - - - - - $5,500,000
RESERVE FUND, - - - - - - 475,000

HEAD OFFICE, - - - - MONTREAL.

BRANCHES.

Belleville,	Berlin,	Brampton,
Chatham,	Galt,	Gananoque,
Hamilton,	Ingersoll,	Kincardine,
Kingston,	London,	Montreal,
Napanee,	Ottawa,	Owen Sound,
Perth,	Prescott,	Quebec,
Renfrew,	Stratford,	St John's, Q.,
St. Thomas, Ont.	Toronto,	Walkerton,
Waterloo, Ont.,	Winnipeg, Man.	Windsor, Ont.

BANKERS IN GREAT BRITAIN—The Clydesdale Banking Company, 30 Lombard Street, London, Glasgow, and elsewhere.
AGENCY IN NEW YORK—48 Exchange Place, Henry Hague and John B. Harris, Jr.
BANKERS IN NEW YORK—The Bank of New York, N.B.A.

QUEBEC BANK.

CAPITAL, - - - - - - - $3,000,000

HEAD OFFICE, - - - - - QUEBEC.

BRANCHES AND AGENCIES IN CANADA.

Ottawa, Ont.	Toronto, Ont.	Pembroke, Ont.
Montreal, Que.	St. Catharines, Ont.	Three Rivers, Q.
	Thorold, Ont.	

AGENTS IN NEW YORK—Messrs. Maitland, Phelps & Co.
AGENTS IN LONDON—The Union Bank of London.

STADACONA BANK, QUEBEC.

CAPITAL SUBSCRIBED, - - - $1,000,000
Do. PAID UP, - - - - - 990,890

AGENTS IN THE DOMINION—Bank of Montreal.
" CHICAGO—Bank of Montreal.
" NEW YORK—C. F. Smithers and W. Watson.
" LONDON, ENGLAND—National Bank of Scotland.

UNION BANK OF LOWER CANADA.

CAPITAL, - - - - - - - $2,000,000

HEAD OFFICE, - - - - QUEBEC.

BRANCHES.

Savings Bank (Upper Town, Que.) Montreal,
Ottawa, Three Rivers.

FOREIGN AGENTS.—London—The London and County Bank. New York—National Park Bank.

BRITISH COLUMBIA.

BANK OF BRITISH COLUMBIA.

CAPITAL, - - - - - - - $2,500,000
(With power to increase.)

HEAD OFFICE, - - - VICTORIA, B.C.

LONDON OFFICE.—28 Cornhill, London.
Branches at San Francisco, California; Portland, Oregon; Victoria, B.C.; New Westminster, B.C.
AGENTS.—In Canada and the United States—The Bank of Montreal.

NEW BRUNSWICK.

BANK OF NEW BRUNSWICK,

ST. JOHN, N. B.

PAID UP CAPITAL, - - - - $1,470,000
SURPLUS, - - - - - - - 470,000

LONDON AGENTS—Williams, Deacon & Co.
NEW YORK AGENTS—Mechanics' National Bank.
BOSTON AGENTS—Eliot National Bank.

MARITIME BANK OF THE DOMINION OF CANADA,

ST. JOHN, N. B.

PAID UP CAPITAL, - - - - $1,000,000

LONDON AGENTS—Imperial Bank (Limited).
NEW YORK AGENTS—J. J. Cisco & Son.

PEOPLE'S BANK OF NEW BRUNSWICK,

FREDERICTON, N. B.

BOSTON AGENTS—Eliot National Bank.

ST. STEPHEN'S BANK,

ST. STEPHEN, N. B.

PAID UP CAPITAL, - - - - - $200,000
RESERVE, - - - - - - - 50,000

LONDON AGENTS—Glyn, Mills, Currie & Co.
NEW YORK AGENTS—Bank of New York.
BOSTON AGENTS—Globe National Bank.

NOVA SCOTIA.

BANK OF NOVA SCOTIA.

CAPITAL PAID UP, - - - - $1,000,000
RESERVE FUND, - - - - - 230,000

HEAD OFFICE, - - - - HALIFAX, N. S.

BRANCHES.

Amherst,	Digby,	North Sydney,
Annapolis,	Kentville,	Liverpool, N.S.,
Bridgetown,	New Glasgow,	Yarmouth,
St. John, N. B.,	Pictou,	

FOREIGN AGENTS—London—Williams, Deacon & Co. New York—Bank of New York. Boston—Merchants' National Bank.

BANK OF YARMOUTH,

YARMOUTH, N. S.

PAID UP CAPITAL, - - - - $382,530
RESERVE, - - - - - - - 104,422

CORRESPONDENTS AT
Halifax—The Merchants' Bank of Halifax.
St. John—The Bank of Montreal.
" —The Bank of British North America.
Montreal—The Bank of Montreal.
New York—The National Citizens' Bank.
Boston—The Eliot National Bank.
London—The Union Bank of London.

COMMERCIAL BANK OF WINDSOR,

WINDSOR, N. S.

LONDON AGENTS—Union Bank of London.
NEW YORK AGENTS—Bank of New York.

EXCHANGE BANK OF YARMOUTH,

YARMOUTH, N. S.

PAID UP CAPITAL, - - - - $349,595
SURPLUS, - - - - - - - 53,000

FOREIGN AGENTS—New York—McTavish & Lawson. Boston—Boylston National Bank.

HALIFAX BANKING CO.,

HALIFAX, N. S.

PAID UP CAPITAL, - - - - $500,000

NEW YORK AGENTS—Bank of New York.
BOSTON AGENTS—Suffolk National Bank.

MERCHANTS' BANK OF HALIFAX.

CAPITAL PAID UP, - - - - $900,000
RESERVE, - - - - - - 180,000

HEAD OFFICE, - - - HALIFAX, N.S.

AGENCIES.

Antigonish,	Bridgewater,	Pictou,
Sydney, C.B.	Maitland (Hants Co.),	Truro,
Weymouth,	Charlottetown, P.E.I.	Summerside.

FOREIGN AGENTS.—London—Imperial Bank. New York—Bank of New York. Boston—National Hide and Leather Bank.

PEOPLE'S BANK OF HALIFAX.

CAPITAL AUTHORIZED, - - - - $800,000
CAPITAL PAID UP, - - - - - 600,000

HEAD OFFICE, - - - - HALIFAX.

BRANCHES.
Lockeport and Wolfville, N. S.

AGENTS IN LONDON—The Union Bank of London.
" NEW YORK—The Bank of New York.
" BOSTON—Williams & Hall.
" ONT. AND QUE.—The Ontario Bank.

PICTOU BANK,

PICTOU, N.S.

SUBSCRIBED CAPITAL, - - - - $500,000

AGENTS—Halifax—Union Bank of Halifax. Montreal—Bank of Montreal. New York—Bell & Smithers. London, England—Imperial Bank (Limited).

UNION BANK OF HALIFAX.

PAID UP CAPITAL, - - - - $1,000,000

HEAD OFFICE, - - - - - HALIFAX.

AGENCIES.
Halifax and Annapolis, N. S.

NEW YORK AGENTS—National Bank of Commerce.
BOSTON AGENTS—Merchants' National Bank.

PR. EDWARD ISLAND.

BANK OF PRINCE EDWARD ISLAND,

CHARLOTTETOWN, P. E. I.

PAID UP CAPITAL, - - - - $120,000
SURPLUS, - - - - - - - 47,000

NEW YORK AGENTS—National Park Bank.
BOSTON AGENTS—National Exchange Bank.

MERCHANTS' BANK OF PRINCE EDWARD ISLAND.

HEAD OFFICE, - CHARLOTTETOWN, P.E.I.

AGENCY AT GEORGETOWN.

FOREIGN AGENTS.—London—The City Bank. New York—The Bank of New York, N.B.A. Boston—The Boston National Bank. Montreal, St. John, and Halifax—The Bank of Montreal.

SUMMERSIDE BANK,

SUMMERSIDE, P.E.I.

PAID UP CAPITAL, - - - - $100,000
SURPLUS, - - - - - - 15,000

BOSTON AGENTS.—Blackstone National Bank.

UNION BANK OF PRINCE EDWARD ISLAND.

HEAD OFFICE, - - - CHARLOTTETOWN.
BRANCHES, - SUMMERSIDE AND MONTAGU.

FOREIGN AGENTS.—Montreal—Bank of Montreal. New York—National Park Bank. Boston—Merchants' National Bank. London, Eng.—Union Bank of London.

NEWFOUNDLAND.

COMMERCIAL BANK OF NEWFOUNDLAND,

ST. JOHN'S, NEWFOUNDLAND.

PAID UP CAPITAL, - - - - $200,000
SURPLUS, - - - - - - - 100,000

NEW YORK AGENTS.—National Park Bank.

UNION BANK OF NEWFOUNDLAND,

ST. JOHN'S, NEWFOUNDLAND.

PAID UP CAPITAL, - - - - $304,000
SURPLUS, - - - - - - - 304,000

NEW YORK AGENTS.—National Bank of Commerce

THE CANADIAN TARIFF OF CUSTOMS,

SHOWING THE DUTIES PAYABLE ON ALL GOODS IMPORTED INTO THE DOMINION.

Acid, Sulphuric.....½ cent per lb.
Acid, Acetic ..... 12 cents per I.G.
Acid, Muriatic and Nitric .....20 per ct.
Acid, Oxalic .....Free.
But Carboys and Demijohns containing acids, vinegar or other liquids, shall be subject to the same duty as if empty.
Advertising Pamphlets, Almanacs, Catalogues and Fashion Pamphlets.. ..... $1.00 per 100.
Advertising Pictures, or Pictorial Show Cards or Bills 30 per ct.
Agaric—"Dye Stuff" .....Free.
Agates, manufactured.....Free.
Agricultural Implements, not otherwise provided for .25 per cent.
Agricultural Implements, parts of, not otherwise specified, to be treated as wholes, excepting mould-boards, land-sides, and shares of steel, for ploughs, cut to shape, not moulded or bored, but as they come from the rollers and shears.
NOTE.—In all cases where manufacturers' articles are imported in parts, or what is technically called "in a knocked down state," they must be valued for duty as if mounted—less cost of putting them together and supplying deficient parts.
Ale, Beer and Porter, in bottles (6 quarts and 12 pints to I.G.).....18 cents per I.G.
Ale, Beer and Porter, in casks, or otherwise than bottles.10 cents per I.G.
Ale, Beer and Porter. Barrels containing bottled ale and porter are considered packages for exportation only, and therefore free of duty.
Alkanet Root .....Free.
Aloes.. .....Free.
Alum and Aluminous Cake .....Free.
Aluminium .....Free.
Ambergris .....Free.
Ammonia, Sulphate of .....Free.
Anchors .....Free.
Animals, Living, of all kinds, not elsewhere specified.20 per ct.
Animals, viz.:—Horses, Cattle, Sheep and Swine—for improvement of stock under regulations to be made by the Treasury Board, and approved by the Governor-in-Council.....Free.
Animals brought into Canada temporarily, and for a period not exceeding three months, for the purpose of exhibition or competition for prizes offered by any agricultural or other association. But a bond shall be first given in accordance with regulations to be prescribed by the Minister of Customs, with the condition that the full duty to which such animals would otherwise be liable shall be paid in case of their sale in Canada, or if not re-exported within the time specified in such bond. Free.
Annato, liquid or solid and seed.....Free.
Aniline Dyes.....Free.
Aniline Oil, Crude.. .....Free.
Aniline Salts and Arseniate of .. .. Free.
Anodes, Nickel.....Free.
Antimony .....Free.
Anvils.....30 per ct.
Apples, dried .....2 cents per lb.
Apples, green .....40 cents per bbl.
Apparel, Wearing, and other personal and household effects (not merchandise) of British subjects dying abroad, but domiciled in Canada .....Free.
Argols, dust and crude.....Free.
Arms, Clothing, Musical Instruments for Bands, Military Stores and Munitions of War, for the use of the Army, Navy and Canadian Militia.....Free.
Arrow Root.....20 per ct.
Arsenic .....Free.
Arseniate of Aniline .....Free.
Articles for use of Governor-General, Foreign Consuls General, Dominion Government, or any of the Departments thereof, or Senate, or House of Commons .....Free.
Artificial Flowers and Feathers .. ..25 per ct.
Asphaltum Mineral .....10 per ct.
Ashes, Pot, Pearl or Soda .....Free.
Awnings and Tents .....25 per ct.
Atlases .....6 cents per lb.
Axes of all kinds .. ..30 per ct.
Babbit Metal.....10 per ct.
Bagatelle Tables or Boards, with cues and balls ....35 per ct.
Bacon, Fresh, Salted, Dried or Smoked .....2 cents per lb.
Bags, Cotton, Seamless.....2 cents per lb. and 15 per ct.
Bags, Paper of all kinds ..... 25 per ct.
Bags, " " (if printed).....30 per ct.
Bamboo, unmanufactured.....Free.
Bamboo Reeds, not further manufactured than cut into suitable lengths for Walking Sticks or Canes, or for sticks for Umbrellas, Parasols or Sunshades ...Free.
Barilla .....Free.
Barley .....15 cts. per bush.
Barrels of Canadian manufacture exported filled with Domestic Petroleum and returned empty, under such regulations as the Minister of Customs shall direct .....Free.
Barytes, unmanufactured.....Free.
Bay Rum..... $1.90 per gal. and 30 per ct.
Beans.....15 cts. per bush.
Beer, Ale and Porter, imported in bottles (6 quarts and 12 pints to I. G.).....18 cts. per I. G.
Beer, Ale and Porter, imported in casks, or otherwise than bottles .....10 cts. per I. G.
Bedsteads, Iron... .....25 per ct.
Bedsteads, Wood .....35 per ct.
Benzole, not elsewhere specified.. .....7½c. per I. G.
Bells, for Churches.....Free.
Bells, for Builders' Hardware .....30 per ct.
Berries, for dyeing or used for composing dyes.....Free.
Belting, Leather.....25 per ct.
Bibles, Prayer Books, Psalm Books and Hymn Books. 5 per ct.
Bill Heads, printed, lithographed, or copper or steel plate.....30 per ct.
Billiard Tables, without pockets, 4 feet 6 in. x 9 feet or under.....$22.50 each, and 15 per ct.
Billiard Tables, without pockets, over 4 feet 6 inches x 9 feet or under..... .....$25,00 each, and 15 per ct.
Billiard Tables, with pockets, 5 feet 6 inches x 11 feet or under..... .....$35.00 each, and 15 per ct.
Billiard Tables, with pockets, all over 5 feet 6 inches x 11 feet.....$40,00 each, and 15 per ct.
Each table to include 12 cues and one set of 4 balls, with markers, cloths and cases, but no pool balls.
Bird Cages, of all kinds.....30 per ct.
Binders' Cloth.....15 per ct.
Bismuth, Dry..... 5 per ct.
Bismuth, Metallic.....Free.
Bitters (See "Spirits").....$1.90 per I. G.
Blacking, Shoe, and Shoe Polish and Shoemakers' Ink.25 per ct.
Blacking, all other.....20 per ct.
Blankets, composed wholly or part of Wool, Worsted, Hair of Alpaca goat or other like animals.7½ cts. per lb. and 20 per ct.
Blank Books, viz. : Account Books, Copy Books or Books to be drawn or written upon.....30 per ct.
Boilers and Engines and parts of, not elsewhere specified .. ..25 per ct.
Boiler Drawn Tubing, wrought iron, plain, not coupled, threaded or otherwise manufactured .....15 per ct.
Boiler Drawn Tubing, wrought, coupled or threaded...20 per ct.
Boiler Plate and Tank Iron.....12½ per ct.
Bolts, Washers and Rivets, Iron .....30 per ct.
Bolting Cloths.....Free.
Bone Dust and Bone Ash for manufacture of Phosphates and Fertilizers.....Free.
Bones, crude and not manufactured, burnt, calcined, ground or steamed .....Free.
Bonnets, Hats and Caps, not elsewhere specified, including Knitted Scotch Caps.....25 per ct.
Books, Printed Periodicals and Pamphlets, not elsewhere specified, not being foreign reprints of British copyright works, nor blank Account Books, nor Copy Books, nor books to be written or drawn upon, nor Bibles, Prayer Books, Psalm and Hymn Books.....15 per ct.
Bookbinders' Tools and Implements and Bookbinders' Cloth, including Ruling Machines and Ruling Pens imported by Bookbinders.....15 per ct.
Boots and Shoes, Rubber, Leather and Felt .....25 per ct.
Borax .....Free.
Botany, specimens of.....Free.
Bottles, Glass, of every description, not pressed .....20 per ct.
Bottles, pressed or moulded.....30 per ct.
Braces or Suspenders, of all kinds .....25 per ct.
Brads, Tacks and Sprigs. .....30 per ct.
Brandy (see "Spirits) .....$1.45 per I. G.
Brass Wire and Rods cut in lengths.....30 per ct.
Brass, old or scrap, in Bars, Bolts or Sheets, in Wire, round or flat, Seamless Drawn Tubing,, and Plain and Fancy Drawn Tubing.....10 per ct
Brass Sheet cut in strips or sub-divisions .....30 per ct.
Brass and Copper Wire.....10 per ct.
Brass and Copper Wire-Cloth ..... 20 per ct.
Brass Screws .....30 per ct.
Brass, Agraffe Pins for Pianos, to be treated as part of pianos.....25 per ct.
Brass, manufactures of, not elsewhere specified.....30 per ct.
Brimstone, Crude or rolled in flour.....Free.
Brim Moulds for Gold Beaters.....Free.
Bristles .....Free.
British Copyright Works, reprints of.....15 per cent., and in addition thereto 12½ per ct. for copyright holder.
Bricks, for building purposes.....20 per ct.
Bridges, Iron.....25 per ct.
Bromine .....Free.
Brooms .....25 per ct.
Broom Corn.....Free.
Bronze, Phosphor, in blocks, bars, sheets or wire.....10 per ct.
Brushes.....25 per ct.
Buckwheat .....10 cts. per bush..
Buckwheat, Meal or Flour.....½ cent per lb.
Buttons and Button Moulds of all kinds ..... 25 per ct.
Butter.....4 cents per lb.
Buchu Leaves .....Free.
Bullion, Gold or Silver ..... Free.
Bullion Fringe.....20 per ct.
Bullion Fringe, Silk.....30 per ct.
Burrstones, in blocks, rough or unmanufactured, and not bound up into millstones.....Free.
Burgundy Pitch .....Free.
Cable, submarine, unenumerated.....20 per ct.
Cabinets of Coins, Medals, and other curiosities of antiquity .....Free.
Caoutchouc, unmanufactured .....Free.
Cachous (Breath Sweeteners) .....1 cent per lb. and 35 per ct.
Cambric Muslin. Collectors of Customs are cautioned against an article called "Cambric Muslin," which is found to be white shirting, and should pay 1 cent per yard and .....15 per cent.
Candles, Tallow .....2 cents per lb.
Candles, Parrafine Wax.....5 cents per lb.
Candles, all others, including Sperm.....25 per ct.
Cans or packages made of tin or other material, containing fish of any kind admitted free of duty under any existing law or treaty, not exceeding one quart in contents, one cent and a-half on each can or package ; and when exceeding one quart, an additional duty of one cent and a-half for each additional quart or fractional part thereof.
Canvas for manufacture of floor oil-cloth, not less than 45 inches wide, and not pressed or calendared ....Free.
Canvas or Cotton Duck of Hemp or Flax, when to be used for boats' or ships' sails .....5 per ct.
Canvas, all other not elsewhere specified.....20 per ct.
Cane, Juice, Syrup.....5c. per lb. and 30 per ct.
Caps, cloth, wool.....10 cents per lb. and 25 per ct.
Caps, Hats and Bonnets, fur and straw, and all others not elsewhere specified .....25 per ct.
Capes, Fur.....25 per ct.
Cars, Railway.....30 per ct.
Cars, Railway and Street, the seat fixtures for, of cast iron, to be classed as castings..... 25 per ct.
Locks, Hinges, Window-fasteners and similar articles for, to be classed as carriage-makers' hardware .....30 per ct.
Springs (steel), as carriage springs, to pay the same duty as carriage-makers' hardware.....30 per ct.
Carbolic or heavy oil, used in making wooden block pavements, for treating wood for building and railway ties, products of coal tar, weighing 12 to 13 lbs. per gal..... 10 per ct.
Carboys, empty or not.....30 per ct.
Card Clothing machine .....25 per ct.
Cards, Playing, Valentines, Christmas and New Year's Chromo or Embossed Cards, and all other not being business or advertising cards .....25 per ct.
Cards, Printed, Lithographed, or Copper or Steel Plate.30 per ct.
Carpet Bags, Trunks, Valises and Satchels.....25 per ct.
Carpets, treble ingrain, three-ply or two-ply carpets, composed wholly or in part of wool, 10 cents per square yard and.....30 per ct.
Carpets, Dutch.....20 per ct.
Carpets, Jute and Hemp .....20 per ct.
Carpets, two-ply and three-ply ingrain, of which the warp is composed wholly of cotton or other material than wool, worsted, hair of Alpaca goat or other like animal.....5 cents per square yard and 20 per ct.
Cartridges, in copper or paper .....25 per ct.
Car Wheels and Axles .....25 per ct.
Carriages .....30 per ct.
Carriage Springs (steel) .....30 per ct.
Carriages, Railway .....30 per ct.
Carriage Tops, Frames, Bodies and Wheels .....30 per ct.
Carriages of travellers, and carriages laden with merchandise, and not to include circus troupes or hawkers, under regulations to be prescribed by Minister of Customs .....Free.
Carriage Dusters or Lap Wraps .....20 per ct.
Cashmere Mufflers.....20 per ct.
Caskets, Burial, of any material .....35 per ct.
Casts, as models for use of schools of design.....Free.
Cathodes, Nickel .....Free.
Catgut Strings or Gut Cord for musical instruments . .Free.
Catgut or Whipgut, unmanufactured .....Free.
Cement, raw or in stone from quarry(13 cubic feet to ton)$1 per ton.
Cement burnt and unground .....7½ cts. per 100 lbs
Cement, Hydraulic or Waterlime, ground, including barrels .....40 cts. per bbl.
Cement in bulk or bags.....9 cts per bush.
Cement, Portland or Roman .....20 per ct.
Chalk, Cliff stone, unmanufactured.....Free.
Champagne, and all other sparkling wines, in bottles, containing each not more than a quart, and more than a pint..... $3 per doz. btls.
Champagne, containing not more than a pint each, and more than ½ pint.....$1.50 per doz. btls.
Champagne, containing ½ pint each or less ..... 75c. per doz. btls.
Champagne, bottles containing more than one quart each shall pay in addition to $3.00 per dozen bottles at the rate of $1.50 per I. G. on the quantity in excess of one quart, the quarts and pints in each case to be old wine measure.....$1.50 per I. G.
And in addition to above specific duty..... 30 per ct.
All Liquors imported under the name of wine, and containing more than 40 per cent. of spirits of proof of Sykes' Hydrometer, shall be rated for duty as unenumerated spirits.
Chamomile Flowers .....Free.
Charts and Maps (Atlases 6 cents per lb.).....20 per ct.
Chain cables, over ½ inch in diameter, whether shackled or swivelled or not.....5 per ct.
Chain cables, all others not cable, including chain 17-32 of an inch .....20 per ct.
Cheese .....3 cents per lb

Cheese Cloths..... 1 ct. per sq. yd. and 15 per ct.
Cheques, printed, lithographed or copper or steel plate. 30 per ct.
Checked Regattas.....2 cts. per sq. yd. and 15 per ct.
Chicory, or other root or vegetable used as a substitute for coffee, kiln dried, roasted or ground.....4 cents per lb.
Chicory, raw or green .....3 cents per lb.
China-ware and Porcelain-ware.....25 per ct.
Chimneys, lamp, glass.....30 per ct.
Chloride of Lime.....Free.
Churns, "Wood" .....25 per ct.
Cinnabar .....Free.
Cigars..... 60 cts. per lb. and 20 per ct.
Cigarettes ..... 60 cts. per lb. and 20 per ct.
Citrons, rinds of, in brine for candying.....Free.
Clays.....Free.
Cloaks, Fur.. .....25 per ct.
Clout Nails .....30 per ct.
Cloths, Doeskins, Cassimeres, Tweeds, Coatings, Overcoatings, Cloakings, Horse Collar Cloth, Felt Cloth of every description not elsewhere specified, composed wholly or in part of wool, worsted, hair of Alpaca goat and other like animals.....7½ cts. per lb. and 20 per ct.
Clothing, Ready-Made, or Wearing Apparel of every description, composed wholly or in part of wool, worsted, hair of Alpaca goat or other like animal, made up or manufactured wholly or in part by the Tailor, Seamstress, or Manufacturer, except Knitted Goods..... 10 cts. per lb. and 25 per ct.
Clothing made of Cotton, of which Cotton is the component part of chief value, including Corsets, Cotton, Collars, and Cuffs.....30 per ct.
Clothing, donations for charitable purposes .....Free.
Clothing for use of Army, Navy, and Militia .....Free.
Coal, Anthracite .....50 cts. per ton of 2,000 lbs.
Coal, Bituminous .....60 cts. per ton of 2,000 lbs.
Coal Dust and Coke ..... 50 cts. per ton of 2,000 lbs.
Coal Oil and Kerosene, distilled, purified, or refined, not elsewhere specified .....7 1-5 cts. per L. G.
Coal Oil and Kerosene Fixtures and parts thereof .....30 per ct.
Coal Tar .....10 per ct.
Coal Pitch .....10 per ct.
Coats, Fur Hats, Caps, and Capes ..... 25 per ct.
Cobalt, Ore of.....Free.
Cocoanuts.....$1 per 100.
Cocoanut, dessicated, when sweetened .....1 ct. per lb. and 35 per ct.
Cocoa paste and other preparations of cocoa containing sugar ..... 1 ct. per lb. and 25 per ct.
Cocoa-paste and Chocolate, not sweetened.....20 per ct.
Cocoanut Oil and Palm in their natural state .....Free.
Cocoa, Bean, Shell, or Nibs.....Free.
Cod Liver Oil, medicated.....20 per cent.
Cochineal .....Free.
Coffee, green .....2 cts. per lb.
But if imported from U.S., additional.....10 per ct.
Coffee, roasted or ground, and all substitutes thereof not composed of Roots and Vegetables.....3 cents per lb.
Substitutes composed of Roots and Vegetables.....4 cents per lb.
Coffins, of any material.....35 per ct.
Coffin Trimmings, of metal.....30 per ct.
Coins, Gold and Silver, except U. S. silver coin.....Free.
Coir and Coir Yarn.....Free.
Collars, Cuffs and Shirt Fronts, paper.....30 per ct.
Collars, Cuffs and Shirt Fronts of cotton and paper....30 per ct.
Collars, Cuffs and Shirt Fronts, cotton collars, and of cotton and linen.....30 per ct.
Collars, Cuffs and Shirt Fronts, linen.....30 per ct.
Colcothar or Crocus, dry oxide of iron.....Free.
Cologne Water, and Perfumed Spirits, in bottles, flasks or other packages, weighing more than four ounces .....$1.90 per I. G., and 30 per ct.
Cologne Water, and Perfumed Spirits, in bottles, flasks or other packages, not weighing more than 4 oz...40 per ct.
Colors and Paints, ground in oil or any other liquid....25 per ct.
Colors and Paints, Bichromate of Potash, Blue-black, Chinese Blue, Lakes, Scarlet and Marone in pulp, Prussian Blue, Satin and fine-washed White, Ultra-marine, and Umber raw.....Free.
Colors and Paints, not elsewhere specified.....20 per ct.
Combs, of Rubber.....25 per ct.
Combs, for dress or toilet, of all kinds.....25 per ct.
Combs, all others .....20 per ct.
Commercial Blank Forms, printed, lithographed or copper or steel plates..... 30 per ct.
Communion Plate, and plated ware for use in churches Free.
Conium Cicuta, or Hemlock, seed and leaf.....Free.
Confectionery and Sugar Candy, brown or white.1c. per lb. and 35 per ct.
Copper, old or scrap, in pigs, bars, rods, bolts, ingots, sheets, and sheathing, not planished, or coated, copper wire, round or flat, or copper seamless drawn tubing.....10 per ct.
Copper Rivets and Burrs, and all manufactures of, not elsewhere specified.....30 per ct.
Copper Sheets, cut in strips or sub-divisions.....30 per ct.
Copper and Brass Wire .....10 per ct.
Copper and Brass Wire Cloth.....20 per ct.
Cordage, for ships' purposes.....10 per ct.
Cordage, all other except Flax .....20 per ct.
Cordials, (see "Spirits").....$1.90 per I. G.
Corn, Indian.....7½ cts. per bush.
Cornmeal.....40 cts. per bbl.
Cornstarch or Flour, Potato Starch, and all preparations having the quality of starch.....2 cts. per lb.
Cornelians, unmanufactured.....Free.
Corks, and other manufactures of Corkwood or Cork-bark.....20 per ct.
Corkwood or Bark, unmanufactured .....Free.
Corsets .....30 per ct.
Cotton, Grey or unbleached and bleached, not stained, painted or printed.....1c. per sq. yd. and 15 per ct.
Cotton, Sheetings, Drills, Ducks, Cheese Cloths, Cotton or Canton Flannels, not stained, painted or printed, grey or unbleached or bleached.1c. per sq. yd. and 15 per ct.
Cotton, Jeans, Denims, Drillings, Bed-tickings, Ginghams, Plaids, Cotton or Canton Flannels, Ducks and Drills, Dyed or Colored, Checked or Striped Shirtings, Cottonades, Pantaloon Stuffs, and goods of like description, also Sateens and Galateas.... ..... 2 cts. per sq. yd. and 15 per ct.
Cotton Sewing Thread, on spools..... 20 per ct.
Cotton, Shirts and Drawers, woven or made on frames, and all Cotton hosiery .....30 per ct.
Cotton Sewing Thread, in hanks.....12½ per ct.
Cotton, duck or canvas, of hemp or flax, and sail twine when to be used for boats' or ships' sails .....5 per ct.
Affidavits must accompany entry to substantiate its use.
Cotton, all clothing made of cotton, or of which cotton is the component part of chief value, including Corsets and linen and cotton Collars, Cuffs, Duck Vests and similar articles.....30 per ct.
Cotton, all manufactures of, not elsewhere specified, held to embrace: Quilts and Sheets (white or colored), Cotton Diaper, Window Holland, Prints, printed Shirtings, Furniture Prints, Cretonne, Plain Prints, Printed Cotton, Cashmere, Cotton Huckaback, Cotton Damask in pieces and cloths, Towels, Book Muslin, Jaconet, Checked Jaconet, Cambric, Bishop's and Victoria Lawns, Tarletans, Hair Cords, Crinoline, and all kinds of printed Muslins, Leno, Pique, Brilliants, Cotton Handkerchiefs, Curtains known as Swiss, Nottingham, or Lace, etc., if of Cotton, Muslin Lace, all kinds of Cotton Scarfs and Ties, rolled Jaconets, Glove Finished Cambrics, Moleskins, Corduroy, Cotton Velvets and Velveteens, Cotton Parasols and Umbrellas, Cotten Tapes, Ferrets, Stay-bindings, Bed Lace, Boot Web, Carpet Binding, Blind Tassels, Window Leno, Cotton Fringe, Braids, Boot and Stay Laces, Cotton Velvet Ribbons and all kinds of Cotton Laces.....20 per ct.
Cotton, Seamless Bags, irrespective of contents, and when filled Bags may be taken as weighing 16 oz. and of not less value than $3.00 per doz. ..... 2 cents per pound and 15 per ct.
Cotton Prunella .....2 cts. per sq. yd. and 15 per ct.
Cotton Wadding, Batting, Batts and Warps, Carpet Warps, Knitting and Hosiery Yarns, and other Cotton Yarns under No. 40, not elsewhere specified, not bleached, dyed or colored...2 cts. per lb. and 15 per ct.
Cotton Wadding, Batting, Batts and Warps, Carpet Warps, Knitting, and Hosiery Yarns, and other Cotton Yarns under No. 40, not elsewhere specified, bleached, dyed or colored.....3 cts. per lb. and 15 per ct.
Cotton Warps on beams .....1c. per lb. and 15 per ct.
Cotton, or Canton Flannel, grey and unbleached and bleached, not stained, painted or printed..1 ct. per sq. yd. & 15 per ct.
Cotton, all manufactures of, not elsewhere specified ...20 per ct.
Cotton Waste .....Free.
Cotton Wool .....Free.
Cotton and Woollen Netting for Boots, Shoes, and Gloves .....10 per ct.
Cotton Umbrellas.....20 per ct.
Cotton Handkerchiefs, Collars, Cuffs, and Neck Ties...20 per ct.
Cotton Seed Cake, Oil Cake, Palm Nut, and Meal Cake.Free.
Contille, when imported by Corset manufacturers .....Free.
Cream of Tartar, in Crystals .....Free.
Crapes, all kinds.....20 per ct.
Cuffs, Collars, and Shirt Fronts, Paper.....30 per ct.
Cuffs, Collars, and Shirt Fronts, Cotton .....30 per ct.
Cuffs, Collars, and Shirt Fronts, Linen .....30 per ct.
Cutlery, Iron and Steel, not elsewhere specified, including table, pocket and office cutlery; scissors and shears, including sheep shears; butchers' knives and steels; shoe, hunting, glaziers' and farriers' knives; knives for horticultural purposes; and other articles for similar purposes as the above; Horse Clippers, Surgical Instruments and Dental Instruments.....20 per ct.
Curry Combs and Curry Cards .....30 per ct.
Debaige .....20 per ct.
Demijohns .....30 per ct.
Diamonds, unset, including black diamonds for borers. Free.
Diamond Dust, or Bort.....Free.
Drafts, printed, lithographed, or copper or steel plate..30 per ct.
Dragons' Blood .....Free.
Drain Pipes, glazed and unglazed.....20 per ct.
Drain Tile, glazed and unglazed .....20 per ct.
Drawers, cotton, woven or made on frames .....30 per ct.
Drawers, Shirts and Hosiery, composed wholly or in part of wool, worsted, hair of Alpaca goat or other like animals .....7½ cts. per lb. and 20 per ct.
Drawings, Paintings, Engravings and Prints.....20 per ct.
Druggets .....20 per ct.
Duck, for Belting and Hose.....Free.
Duck, for Ships' Sails.....5 per ct.
Dyeing or Tanning Articles in a crude state, used in dyeing or tanning, not elsewhere specified.....Free.
Dynamite, Dualin, Giant Powder and Vigorite, and other explosives of which Nitro-glycerine is a constituent part.....5 cts. per lb. and 20 per ct.
Dyes, other than aniline, prepared.....20 per ct.
Earth Closets .....35 per ct.
Earthenware and Stoneware, and Rockingham Ware and Cane Ware, brown or colored .....25 per ct.
Earthenware, Stoneware and White Granite or Iron-stoneware and "C.C." ware, whether decorated, printed or sponged or not.....30 per ct.
Eggs .....Free.
Egg Boxes, when imported from the United States to be filled with eggs and exported, may be returned to Canada to be refilled without requiring duty a second time, but duty must be paid on first importation .....25 per ct.
Electroplate, and gilt of all kinds, not classed as jewellery .....30 per ct.
Electrotypes and Stereotypes, of standard books, not advertising books, pamphlets or sheets.....10 per ct.
Electrotypes and Stereotypes, for commercial blanks and advertisements .....20 per ct.
Emery.....Free.
Emery Paper, sand and glass paper and cloth .....20 per ct.
Emery Wheels .....25 per ct.
Engines, locomotive and stationery, fire or other steam engines and boilers and other machinery, composed wholly or in part of iron .....25 per ct.
Engravings, paintings, drawings and prints.....20 per ct.
Entomology, specimens of .....Free.
Envelopes, paper, of all kinds, whether printed on or plain, perforated, board, and screen pictures cut out..... 25 per ct.
Essences, of Apple, Pear, Pineapple, Raspberry, Strawberry and other fruits and Vanilla...$1.90 per I.G. and 20 per ct.
Essential Oils, for manufacturing purposes.....20 per ct.
Essences, such as Old Tom Gin Essence, Scotch Whiskey, &c .....20 per ct
Esparto or Spanish Grass, and other grasses and pulp of, for the manufacture of paper.....Free.
Excelsior, for Upholsterers' use .....20 per ct.
Extract of Logwood.....Free.
Fans, "Advertising," .....30 per ct.
Fans, all other .....25 per ct.
Farina .....2 cents per lb.
Feathers, Ostrich and Vulture, undressed .....15 per ct.
Feathers, Ostrich and Vulture, dressed.....25 per ct.
Feathers, for beds .....20 per ct.
Felloes, Spokes, Hubs, and parts of wheels, rough, hewn or sawn only.....15 per ct.
Felloes, Spokes, Hubs, and parts of wheels, when finished.....25 per ct.
Felt, for boots and shoes, and skirts, when imported by manufacturers for use in their factories.....15 per ct.
Felt pull-overs for hats .....25 per ct.
Felt, for glove linings, when imported by manufacturers for their use in factory.....10 per ct.
Felt, adhesive, for sheathing vessels.....Free.
Felt, endless, for papermakers when imported by manufacturers for use in their factories.....10 per ct.
Felt Cloth, of every description, not elsewhere specified .....7½ ct. per lb. and 20 per ct.
Felt Boots and Shoes.....25 per ct.
Fibre, Mexican .....Free.
Fibre, Vegetable, for manufacturing purposes.....Free.
Fibre, Tampico or Istle.....Free.
Fibrilla.....Free.
Files .....30 per ct.
Fire-brick or Tiles, for lining stoves and furnaces....20 per ct.
Fire Clay .....Free.
Fire-arms, Muskets, Rifles, Pistols and Shot-guns.... 20 per ct.
Fire-arms, for use of Army, Navy and Militia.....Free.
Fireproof Paint, dry.....¼ cent per lb.
Fish, fresh, salted, or smoked, except free by Washington Treaty.....1 cent per lb.
Fish, of all kinds, the produce of the fisheries of the United States, (except fish of the Inland Lakes, or of rivers falling into them, and fish preserved in oil). Free.
Fish, fresh, dried, salted or smoked, Fish Oil and all products of fish and Seal oil the natural products of Newfoundland .....Free.
Fish Oil .....Free.
Fish-bait .....Free.
Fish-hooks, Nets, Seines, Lines and Twines, for the use of the Fisheries, but not to include sporting, fishing tackle, or hooks with flies, or trawling spoons. Free.
Fishing Rods .....30 per ct.
Fish-plates, steel, until 1882.....Free.
Fish-plate, "iron".....17½ per ct.
Flannels, of every description not elsewhere specified .....7½c. per lb and 20 per ct.
Flagstones, dressed.....$1.50 per ton.
Flasks, glass of every description.....30 per ct.
Flax, fibre, scutched.....1 cent per lb.
Flax, fibre, hackled .....2 cents per lb.
Flax, tow of, scutched or green .....½ cent per lb.
Flax Seed.....10 cts. per bush.
Flax Seed Oil, boiled or raw .....25 per ct.
Flint, Flints and ground Flint-stones .....Free.
Flour, Wheat .....50 cents per bbl.
Flour, Buckwheat or meal .....¼ cent per lb.
Flour, Corn .....2 cents per lb.
Flour, Rye .....50 cents per bbl.
Flour, Rice .....2 cents per lb.
Flour, Sago .....2 cents per lb.
Fog Signals, detonating for railway alarms.....20 per ct.
Forks, steel, hay, manure and potato .....30 per ct.
Folia digitalis.....Free.
Fossils.....Free.
Fruit, *dried*, Apples .....2 cents per lb.
Fruit, *dried*, Currants, Dates, Figs, Plums, Prunes, Raisins, and all others not elsewhere specified .....25 per ct.
Fruit, *green*, Apples .....40 cts. per barrel.
Fruit, *green*, Blackberries, Gooseberries, Raspberries, Strawberries .....2 cents per quart.
Fruit, *green*, Cherries and Currants.....1 cent per quart.
Fruit, *green*, Cranberries, Plums and Quinces.....30 cents per bush.
Fruit, *green*, Grapes .....2 cents per bush.
Fruit, *green*, Peaches.....40 cents per bush.
Fruit, *green*, Oranges and Lemons .....20 per ct.
Fruit, in air-tight cans, including cans, if sweetened ...3 cents per lb.
Fruit, in air-tight cans, including cans, if not sweetened .....2 cents per lb.
Fruit, preserved in brandy and other spirits.....$1.90 per I. G.
Fruit Jars, glass and preserve jars .....30 per ct.
Fullers' Earth .....Free.
Fuller's Earth, when prepared.....20 per ct.
Furniture, House, cabinet or office, finished or in parts.35 per ct.
Fur Skins, dressed .....15 per ct.
Fur Skins, of all kinds, not dressed in any manner....Free.
Furs, Caps, Hats, Muffs, Tippets, Capes, Coats, Cloaks, and other manufactures of Fur.....25 per ct.
Galateas.....2 cents per sq. yd. and 15 per cent.
Game and Poultry of all kinds.....20 per ct.
Gas and Coal Oil Fixtures, or parts thereof .....30 per ct.
Gas Light Shades .....30 per ct.
Gas Pipes of Cast Iron.....25 per ct.
Gentian Root .....Free.
German Silver in Sheets .....10 der ct.
Giant Powder.....5 cents per lb. and 20 per ct.
Gin, Geneva (see "Spirits") .....$1.32½ per I. G.
Gin, Old Tom (see "Spirits) in bulk .....$1.32½ per I. G.
Ginseng Root.....Free.
Glass, bent for the manufacture of show cases.....Free.
Glass, Ornamental, Figured, Enamelled, Stained, in sheets .....30 per ct.
Glass, Carboys and Demijohns, Pressed and Cut Glass Bottles and Decanters, Flasks and Phials of every description, Telegraph and Lightning Rod Insulators, Fruit Jars and Glass Bottles .....30 per ct.
Glass, Lamp and Gas Light Shades, Lamps and Lamp Chimneys, Globes for Lanterns, Lamp and Gas Lights.....30 per ct.
Glass, Stained, Tinted, Painted, Vitrified, in sheets..30 per ct.
Glass, Silvered Plate .....25 per ct.
Glass, Window, Stained. .....30 per ct.
Glass, Window, Common and Colorless.....20 per ct.
Glass, Figured, Enamelled and Obscured White, in sheets .....30 per ct.

as observed, are sufficiently white and fine-grained to afford statuary marble. As a material for building purposes it could not be surpassed, as regards durability and the size of the blocks which could be obtained. Some of the beds present faces of from thirty to fifty feet in breadth, without, so far as could be seen, a single flaw or crack. The Qualicum River, which discharges Horne Lake, would afford any amount of water-power for driving all the machinery required for cutting, dressing, and polishing the marble. The limestone cliffs are from a mile and a half to three miles from the outlet of the lake.

Flagstones are to be obtained from many of the stratified rocks already mentioned as building-stones or marbles, the thinner beds being well fitted for floors, hearths, walks, and crossings.

Among the crystalline rocks of the Eastern Townships, the mica slates of Sutton Mountain will doubtless afford, in some parts, good flagstones.

The higher rocks on the west side of Memphremagog Lake, at Potton Ferry, and on the east side for some miles above the outlet, afford beds of a greyish-brown, somewhat calcareous sandstone, which splits readily into slabs, some of them as thin as two inches. These may be obtained of almost any required size up to six feet by three, and often ten feet by five. The slabs are very regular in thickness, but their surfaces are somewhat rough, and would require a little dressing. Great quantities of these stones might be easily obtained along the lake-shore.

On both sides of the Rivière du Loup for some miles above its junction with the Chaudière, beds of fine-grained, dark bluish-grey sandstones are met with, some of which divide with the bedding into layers sufficiently thin for roofing-slates, while others would yield excellent flagstones, which may be obtained five or six feet long, by two or three feet wide, and not more than an inch in thickness. Similar flagstones and slates are met with at many other points in Quebec.

In Ontario, the Hudson River group furnishes thin-bedded sandstones fitted for flagging, which are exposed on the banks of the rivers falling into Lake Ontario in the vicinity of Toronto, and in other parts of its distribution farther west. The grey band of the Clinton formation affords along its outcrop thin beds of sandstones, which are well fitted for flagging, and are extensively used for that purpose in Toronto and in Hamilton.

In New Brunswick, material suitable for flagging is found in the sandstones of the St. John group, and in some of the northern counties.

In Nova Scotia they are procured from the thinner beds of the sandstones mentioned for building purposes, in Minudie, Cheverie, Hantsport, and Windsor.

Flagstones for both the domestic and San Francisco markets are obtained at Newcastle Island in British Columbia, in any quantity and of very large size.

Roofing-slates.—Extensive quarries of slates for the roofing of houses, and of a quality in no way inferior to the best Welsh slates, have within the last few years been opened in Quebec on the line of the Grand Trunk Railway, at Walton in the township of Melbourne, and good quarries are also found on the St. Francis River, and at Rivière du Loup.

In Ontario, good roofing-slates have been obtained on the north shore of Lake Superior, and on the east shore of Lake Nipigon.

In New Brunswick, the only slates suitable for roofing are the pale-grey micaceous argillites of Charlotte and Queen's counties.

A band of slate well adapted for this purpose runs through Charlotte County eastward, and is well exposed at Basswood Ridge, Oak Hill, Jerusalem Settlement, and Hampstead on the St. John River.

In Nova Scotia, a band of good slate occurs near Weymouth.

XI. MATERIALS FOR ORNAMENTAL PURPOSES.

Under this title may be considered certain porphyries, and other feldspathic and siliceous rocks, which are capable of being employed for vases, tables, inlaid work, and for various articles of ornament. The hardness of these materials, and the consequent cost of cutting and polishing them, prevents their employment to any great extent, and causes the preference to be given, in many cases, to marbles and to serpentine. The latter, from its softness, and from the ease with which it is cut and turned in a lathe with the aid of ordinary tools, is much employed in various countries for ornamental purposes. Some of the varieties of serpentine which are found at Melbourne, and elsewhere in the Eastern Townships, are apparently well fitted for such uses. The recent application of a variety of diamond to the turning of stones in a lathe has, however, greatly facilitated the working of these harder materials, which are now fashioned into shape at much less expense than formerly. Few countries afford more beautiful or more numerous varieties of hard rocks of this kind than Canada: among these are the porphyries, the labradorite, and other opalescent feldspars.

The agates which are common in the amygdaloidal rocks of Lake Superior, and are abundant in the form of pebbles along the shores of Thunder Bay, and of Michipicoten and St. Ignace islands, admit of being cut for ornaments. They are often of considerable size, and exhibit a fine variety of colours. The agates which are found in the conglomerates of the Bonaventure formation are scattered abundantly along the coast where this rock prevails, and are known by the name of Gaspé pebbles. They are of small size, but are often of fine colours, and admit of a good polish. Agates, however, are very common in many countries, and, unless of considerable size and perfection, they have but little value.

Gems.—Canada has as yet afforded but few gems. The zircons or hyacinths in the Laurentian limestones at Grenville are occasionally transparent, and have a fine colour; and the presence of small portions of red and blue varieties of corundum in these same limestones in Burgess may also be noticed. This mineral constitutes the gems known as sapphire and ruby; and it is worthy of remark that the sapphire of Ceylon is found, with chondrodite, in similar crystalline limestones. The transparent green garnet of Orford, which owes its colour to oxide of chrome, has hitherto been met with only in small crystals; but if found of large size, it would constitute a gem as beautiful as the emerald. Amethysts abound in some parts on the coast of Lake Superior; but the specimens hitherto brought from that region have seldom been sufficiently fine in colour for the jeweller's use. The so-called Quebec diamonds, which are sometimes cut and polished for ornaments, are nothing more than rock crystal.

Beautiful varieties of porphyry are found in Quebec at Grenville and Bathurst. In Ontario, a fine opalescent labrador-feldspar, so called from the region where it was first noticed, is found on Lake Huron, as also in Abercrombie in Quebec.

Jasper.—A bed of jasper occurs in the town of Sherbrooke, and is traced for a considerable distance, having in some parts a breadth of six feet. Its colour is blood-red, and it includes small grains of red hematite, and occasionally passes into a jaspery iron ore. In the parts exposed, this jasper does not appear to be sufficiently compact to be wrought for ornamental purposes. A small bed of jasper occurs imbedded in the red shales at Rivière Ouelle. Its colours are dark green and reddish-brown, and it is penetrated by small veins of white chalcedony. This jasper is compact and uniform in its texture, and receives a good polish. In some parts, the reddish-brown base is marked by clouds of a brilliant red. The jasper conglomerate of the Huronian series is fine in texture, and often brilliant in colour, and the whole rock is extremely solid, and receives a polish which makes it well fitted for ornamental purposes. Great beds of this jasper conglomerate are met with on the north shore of Lake Huron, where rounded masses of it, often of large size, are also found. A beautiful bed of jasper is found in New Brunswick at Washademoak Lake near Taft's Cove.

In New Brunswick, some of the granites, marbles, and serpentines mentioned for architectural uses may also be employed for decorative purposes, and will take a fine polish. In the range of intrusive granites extending from Digdequash River through the Nerepis Hills to the St. John River in Queen's County, and about Lake Utopia and the Magaguadavic River, some of the red syenitic granites will compare, in depth and richness of colour, with the highly esteemed red granite of Scotland. Felsites and porphyries of uniform texture and beauty of colour are frequently seen in the south-western counties. Beds of a valuable character are seen about the Chimook Lakes on the St. Andrew's Railway, and about Digdequash and Magaguadavic, and also some beds of exceeding beauty at Shin Creek in Queen's County.

XII. LITHOGRAPHIC STONES.

A very fine-grained and compact limestone is required for the purposes of lithography, and beds having these characters are found in the Birdseye and Black River formation, at the base of the Trenton group throughout a considerable part of its distribution, from Hungerford to Rama on Lake Couchiching in Ontario. In the township of Marmora, there is a section of about twenty feet of light grey limestone, which is compact, with a conchoidal fracture, and holds no organic remains. Some of the beds contain numerous small lenticular crystals of calc-spar, and are marked with crystallites. There is, however, a bed of two feet in thickness, which is extremely fine in its grain, and yields a lithographic stone of excellent quality. It has been repeatedly tried by lithographers, both in Canada and England, with most satisfactory results. It is probable that equally good material for the purpose may be found in other parts of this band, which may be traced for about a hundred miles.

Beds of a fine-grained yellowish-grey stone, well fitted for lithographic purposes, have lately been found among the dolomites of the Onondaga formation in the township of Brant.

The stone from this formation, being magnesian, is attacked by acids more gently and with less effervescence than ordinary limestone. This peculiarity in the action of acids, which are employed in the lithographic process, is said to be an advantage.

XIII. MINERAL SPRINGS AND WATERS.

The unaltered palæozoic rocks of Canada abound in mineral springs, a great number of which have been submitted to chemical analysis, and may for convenience be arranged in six classes, according to their chemical composition. In the first three classes chlorides predominate; in the fourth, carbonates; and in the fifth and sixth, sulphuric acid and sulphates. The waters of the first, second, and sixth classes are neutral; those of the third and fourth are alkaline; and those of the fifth are acid.

Nowhere else has such a complete systematic examination of the waters of a region, and of a great geological series, been made as in Canada, and the extended series of analyses given in the volumes of the Geology of Canada obtain an additional importance from the fact that the waters are derived from palæozoic strata, which prepares us to find certain points of difference between these waters and those of other countries, for the most part belonging to more recent geological formations.

The brine-springs of the first class are altogether unlike those of England, Germany, and the State of New York. In all of these, common salt greatly predominates, and the earthy chlorides form but a very small portion of the solid contents; while in the waters of the first class in Canada, these chlorides constitute more than one-half of the saline ingredients. The brine-springs of other regions are supposed to arise from the solution of rock salts, which occur in beds, or in crystals disseminated through the strata, as in the saliferous marls of the Onondaga formation. In the process of crystallization the common salt separates from the earthy chlorides; and hence the brine-springs of New York, which have their source in this formation, are solutions of chloride of sodium, with but very little impurity. The brine-springs of the Lower Silurian limestones of Canada, on the contrary, may be supposed to represent the composition of the ancient ocean in which these early strata were deposited. The action of the carbonate of soda from feldspathic rocks, through long ages, has since decomposed the greater part of the chloride of calcium of the ocean, replacing it by chloride of sodium, and forming the carbonate of lime of which vast limestone formations have been built up. The mineral waters of the second class, which are distinguished by containing a large proportion of carbonate of magnesia, and but very little carbonate of lime, seem, from numerous analyses, to be very rare in Germany. Though the number of springs submitted to examination has been very large, they form but a small portion of those which are known to exist through the country, and we can but briefly enumerate the most important.

The first class includes saline waters containing chloride of sodium, with large portions of chlorides of calcium and magnesium, sometimes with sulphates. The carbonates of lime and magnesia are either present only in very small quantities, or are altogether wanting. These waters are generally very bitter to the taste, and always contain portions of bromides and iodides.

The waters of the first class are characterized by the presence of great quantities of chlorides of magnesium and calcium; amounting, in several cases, to more than one-half the solid contents of the water. This composition is altogether unlike that of any waters hitherto studied. The water of the Dead Sea offers some resemblance to these curious brine-springs, in its large amount of chloride of magnesium; but it differs in containing a much smaller proportion of chloride of calcium, and a larger quantity of chloride of potassium; resembling in this respect the bittern of sea-water, in which, from the separation of the chloride of sodium, the potash has accumulated. The occasionally large proportion of iodine in these brine-springs is especially worthy of notice.

Among the most notable springs of this class are those of St. Catharine's, Ont. A well was sunk here some years since in the hope of obtaining brine for the manufacture of salt. The brine is so much charged with lime and magnesia salts as to be unfit for this purpose, but it has acquired considerable reputation in the treatment of many diseases. It is used at the well both internally and externally, and is also evaporated to small volume and sent over the country in a concentrated form. A second well was opened afterwards, of a water similar to the other, but somewhat less strong. Large sanitary establishments have been opened at these wells.

An attempt was formerly made to manufacture salt from a well of the first class in the village of Ancaster, Ont., but, from the large amount of earthy chlorides, the purification was found to be difficult. At Hallowell and Whitby, in Ontario, and at St. Benoit and Bay St. Paul, in Quebec, springs exist of very bitter and saline properties, but with varying proportions of bromine and iodine.

The second class includes a large number of saline waters, which differ from the first in containing, besides the chlorides of sodium, calcium, and magnesium, considerable portions of bicarbonates of lime and magnesia, the latter carbonate generally predominating. Small quantities of oxide of iron, and of baryta and strontia, are frequently present. These waters generally contain much smaller proportions of earthy chlorides than the first class, and are therefore less bitter, and more pleasant to the taste.

The springs of Plantagenet, in Ontario, and St. Léon and Ste. Geneviève, in Quebec, are notable examples of this class. The waters of the former are largely sent over the country, and are highly esteemed as medicinal waters. There are here several springs of nearly similar analysis.

The spring at St. Léon contains sufficient carbonate of iron to give it a chalybeate taste, and those of Ste. Geneviève are remarkable for the large proportion of iodides which they contain.

At Caledonia Springs, Ont., one of the four waters which have made this place noted for medicinal resort is of this class.

The Lanoraie spring (Quebec) is remarkable for the considerable proportion of salts of baryta and strontia which the water contains.

At Assumption, Baie du Febvre, Berthier, St. Eustache, and Sabrevoise, in Quebec, and at Kingston, Ancaster, and Gloucester, in Ontario, springs of this class have been examined; those of Kingston partaking also largely of the characteristics of waters of the first class.

The third class includes those saline waters which contain, besides chloride of sodium, a portion of carbonate of soda, with bicarbonates of lime and magnesia. Small amounts of baryta, strontia, and of boracic and phosphoric acids, are often present in these waters, and bromides and iodides are very rarely wanting.

At Caledonia Springs, a watering-place of some note in Ontario, the three springs, known as the Gas Spring, the Saline Spring, and the White Sulphur Spring, are of this class. Varennes, a watering-place eighteen miles below Montreal, on the St. Lawrence, possesses

two similar springs, which are largely resorted to. Baie du Febvre, Ste. Martine, Belœil, Chambly, and the Providence Spring of Ste. Hyacinthe, are examples of this class in Quebec; and Fitzroy, Hawkesbury, Henryville, and Rawdon, in Ontario.

The waters of the fourth class differ from the last in containing but a small proportion of chloride of sodium, while the carbonate of soda predominates. These waters generally contain a much smaller amount of solid matters than those of the previous classes, and have not a very marked taste until evaporated to a small volume, when they are found to be strongly alkaline.

A remarkable spring of this class occurs near Chambly, where the water overflows in a small stream from a well eight or ten feet deep. The water is slightly thermal, and carbonate of soda forms more than one-half of the solid contents of the water, which also affords evidences of bromine, iodine, strontia, and baryta.

The spring at St. Ours is remarkable for the large proportion of 25 per cent. of the solid matter being potash salts.

The other chief examples in this Province (Quebec) are at the St. John suburb of the city of Quebec, Ste. Anne de la Pocatière, Joly, and Nicolet, and an example also is found at Scarborough, in York County, Ontario.

The fifth class includes acid waters, which are remarkable for containing a large proportion of free sulphuric acid, with sulphates of lime, magnesia, protoxide of iron, and alumina. These springs, which are few in number, and characterized by their acid styptic taste, generally contain some sulphuretted hydrogen.

The principal ones examined were those of Niagara and Tuscarora, in Ontario. The former is a spring of acid water, in a basin about thirty inches deep and three or four feet in diameter, and is in a yellow clay which, at a depth of three or four feet, is underlaid by the red and green sandstone of the Medina formation. The water of the basin is slightly yellowish, turbid, and very styptic and acid, and is in constant ebullition from the escape of inflammable gas, and has a decided taste and smell of sulphuretted hydrogen. It contains sulphuric but no hydrochloric acid, and portions of lime, magnesia, alumina, protoxide of iron, and alkalies, besides an organic matter which causes the residue of the evaporated water to blacken when heated. The specific gravity of this water is 1002.16, and in round numbers the water may be said to contain two parts of hydrated sulphuric acid in 1000.

About a mile and a half above Chippewa, near the Niagara River, is a similar spring, which has been described by Dr. Mack, of St. Catharine's. The water is very sour to the taste, and strongly impregnated with sulphuretted hydrogen. A qualitative analysis shows it to be similar in composition to the water described above, but somewhat stronger. This spring rises from the Onondaga formation; but another similar water, said to be near St. David's, rises, like that of Niagara, from the Medina formation.

What is known as the Sour Spring of Tuscarora, is upon the Indian Reserve, about nine miles south of Brantford. The water is kept in constant agitation by a discharge of inflammable gas. It is slightly turbid and brownish, and has a styptic, acid, and sulphurous taste. The presence of sulphuretted hydrogen is also evident from the odour, and from the ready blackening of bright silver when immersed in the water.

The specific gravity of the water is 1005.58. It contains no trace of chlorides, but gives by analysis as follows, for 1000 parts:

Sulphate of potash	.0608
" soda	.0502
" lime	.7752
" magnesia	.1539
" protoxide of iron	.3638
" alumina	.4681
Phosphoric acid	traces
Hydrated sulphuric acid (SO_3HO)	4.2895
	6.1615

In the sixth class may be included some neutral saline waters, in which the sulphates of lime, magnesia, and the alkalies predominate, chlorides being present only in small amounts. To this class belongs a mineral water from Hamilton, remarkable for the very large proportion of sulphate of magnesia which it contains; and another at Charlotteville, which is noticeable from the great amount of sulphuretted hydrogen it contains, amounting to nearly 12 cubic inches in 100 cubic inches of water. It is limpid and sparkling, and pungent to the taste from this cause.

A copious spring of mineral water, belonging to the sixth class, occurs in the township of Brant. It is described as filling a basin of eighty-eight by forty-five feet, having a depth of about forty feet, and situated upon a mound composed of calcareous tufa. From the clear blue colour of the water in the basin, it has received the name of the Blue Spring. The flow from the spring is constant and copious, and the water is sulphurous to the taste and smell.

There are some brine-springs belonging to the first class in New Brunswick, at Sussex and Salt Springs, and salt has been to a limited extent manufactured at the former place. In Nova Scotia there are some few springs of medicinal reputation.

The Bras d'Or saline water of Cape Breton has a well-grounded reputation for effecting cures in various maladies. It belongs to the first class, and is remarkable for the unusually small quantities of sulphates and carbonates, and the unusually *large* quantity of chloride of calcium.

The Wilmot Spring in Annapolis County has a reputation in cutaneous diseases, but no correct analysis of it has been obtained. It is no doubt highly charged with mineral substances.

The Spa Spring, at Windsor, is a chalybeate water, and belongs to the sixth class. It has a considerable local reputation.

There are brine-springs at River Philip and Renfrew of some value. No doubt in a systematic survey of the waters of the Lower Provinces many valuable mineral springs yet unknown might be brought to light.

For economic uses, the saline springs of the first class are too much charged with earthy chlorides to be suited to the manufacture of common salt; while those of the second class contain too small a proportion of salt to be employed with advantage. It is not impossible that the large amount of alkaline carbonates in some of the springs of the fourth class might be made economically available, provided that the waters were concentrated, during the heats of summer, by solar evaporation. The supplies of dilute sulphuric acid furnished by the waters of the fifth class might also be found of value, in their vicinity, for manufacturing purposes.

In a medicinal point of view, the mineral waters of Canada are already known to a considerable extent; but they are generally employed without much reference to the great variations in their composition. Among saline waters, those containing considerable quantities of earthy chlorides must evidently possess medicinal properties very different from those in which large amounts of carbonate of soda are present. The salts of iodine, which are rarely absent, and are found in such unusually large quantities in the saline waters of Ste. Geneviève, and the salts of baryta and strontia which occur in those of St. Léon, Lanoraie, Varennes, and many other springs, are also especially worthy of consideration in a therapeutic point of view.

Few of these springs are very copious, and the water in their basins is consequently subject to more or less modification from atmospheric influences, and, so far as they have yet been examined, none offer any considerable elevation of temperature above the mean of the region in which they occur. There are, however, some instances where this is exceeded sufficiently to cause them to be regarded as slightly thermal.

It is proper to remark that the examinations of this subject were mostly undertaken previous to 1867, and in the two Provinces of Quebec and Ontario only. In 1867, brine-springs of great extent were discovered in Ontario, at Goderich and Clinton, the source of which, however, is believed to be in formations of later date than those of the first class here mentioned. These being of real economic importance, have been noticed by themselves under the head of "salt," in the division of "minerals of agricultural use," and in the same connection have also been noticed the brine springs of Manitoba and British Columbia, and those of the Maritime Provinces; leaving this article chiefly to the consideration of such waters as are of medicinal value, or have not yet been applied to economic uses.

For the information about the medicinal springs of Nova Scotia, which we mention, we are indebted to a pamphlet published by Professor How, of Dalhousie College.

PRINCE EDWARD ISLAND AND NEWFOUNDLAND.

The geology of these two Provinces is considered separately, as a matter of convenience. The authorities from which the information above given is derived are chiefly the records of the geological surveys of Canada down to the summer of 1874, and the Acadian Geology of Dr. Dawson. With the exception of a chapter in the latter, these relate solely to the Provinces of the mainland, as Prince Edward Island has not yet received the attention of the Dominion geologists since its admission into the Confederation in 1873. We extract the facts given below regarding this island, exclusively from the "Report on the Geological Structure and Mineral Resources of P. E. Island, by J. W. Dawson, LL.D., F.R.S, F.G.S., assisted by B. J. Harrington, B.A., Ph.D.": 1871.

The geological formations represented in Prince Edward Island are, in ascending order, or proceeding from the oldest to the newest:

1. Beds of brown, grey, and red sandstone and shale, with layers of coarse concretionary limestone and fossil plants. These may be considered as of Newer Carboniferous age, and are similar in mineral character and fosssils to beds occurring on the opposite coasts of Nova Scotia and New Brunswick, and there overlying the productive coal-measures. These beds occur principally in the peninsula between Orwell Bay and Pownal Bay, in Governor's Island in Hillsborough Bay, and on the coast between the West and North Capes.

2. A series of bright red sandstones, usually with calcareous cement, alternating with beds of red and mottled clay and soft red shale, and with occasional white bands and stains and layers of concretionary limestones and conglomerate. They resemble in mineral character, and the few fossils which they afford, the Trias or new red sandstone of Nova Scotia and of Connecticut. In Prince Edward Island, this formation may be divided into two members, the lower of which (representing, perhaps, the Bunter Sandstein of Europe) is characterized by the prevalence of hard concretionary calcareous sandstones and obscure fossil plants, while the upper (representing, perhaps, the Keuper of Europe) has softer and more regularly bedded sandstones and clays. One or other of these constitutes the superficial rock over the greater part of the island, the beds undulating in very gentle synclinal and anticlinal curves. They are probably unconformable to the beds of the formation first mentioned, but these are so slightly inclined that this is not very perceptible. This formation has afforded the remains of the remarkable Triassic reptile, *Bathygnathus borealis*.

3. Drift deposits, which overlie the surface of the more solid rocks in the greater part of the island. These are of three kinds: 1. Boulder clay, consisting of hard, unstratified clay or loam, filled with stones, which are mostly those of the formations above mentioned, though sometimes of kinds not occurring in the island. They are often rounded, and are also scratched and polished by the action of ice. 2. Stratified sand and gravel, in some places containing seashells of species now living, and occasional boulders. This deposit is of comparatively rare occurrence. 3. Loose boulders lying on the surface, and which are sometimes of rocks occurring in situ in Nova Scotia and New Brunswick, or on the coast of Labrador.

4. Modern deposits. The most remarkable of these are beds of peat, dunes of drifted sand, alluvial clays, and the "mussel mud," or beds of oyster and mussel shells occurring in the creeks and bays.

The Upper Carboniferous series is composed mainly of fossiliferous limestones and sandstones, interstratified with grey and red clays and shale.

The most abundant fossils are trunks of coniferous trees. These are usually silicified or converted into quartz by the infiltration of silica. Some are, however, infiltrated with the red oxide of iron, and others with carbonate of lime, and in some beds they have been flattened and converted into anthracite coal.

The silicified trunks are mostly in the brown sandstone; but, in certain grey beds, trees of apparently the same species have been converted into coaly matter, and it is the occurrence of these carbonized trees which has given rise to the belief that coal-beds exist in the places where they are found.

The carbonized trunks are imbedded in clay, which has, probably by resisting the entrance of water, prevented them from being penetrated by silica or other mineral matters. It is obvious that these carbonized trees are of no value as a source of coal, though they aid in proving that the beds in which they occur belong to the upper part of the Carboniferous system.

The beds of the Triassic system are chiefly soft red sandstone, associated with red and mottled clays, and hard calcareous sandstones and conglomerates, the latter sometimes passing into thin bands of coarse arenaceous limestone, which in some places is a dolomite or magnesian limestone.

Many good building-stones are found in the exposures of this series, which occupies the larger part of the island.

The consideration of the drift deposits is a matter more for scientific consideration than of practical importance. The leading facts in connection with them may be briefly stated.

The lower part of these deposits is a boulder-clay, often of considerable thickness, and containing great numbers of rounded fragments of Triassic sandstone, grooved in the manner now known to result from the action of ice.

This boulder clay is very generally distributed over the surface of the island, forming the subsoil; but, as the boulders themselves are soft and easily disintegrated, and the intervening material is a fertile clay or loam, this deposit is in no way injurious to the fertility of the country.

In some parts of the island, especially in the west, are beds of stratified sand and gravel, with occasional boulders, resting on the boulder clay. These beds manifestly indicate the action of the sea, and in some of them shells of a modern marine species have been found.

Lastly, there are scattered over the soil, though usually not in great numbers, loose stones or boulders, many of which are of the native rocks of the island, but many also have been derived from other sources.

In the later portion of the boulder or glacial period, Prince Edward Island would seem to have been a meeting-place of ice-laden currents, carrying boulders from both sides of the Gulf of St. Lawrence.

It is deduced, from the appearance of these "travelled boulders," that in the "glacial period" Prince Edward Island was submerged, and ground over by icebergs carrying stones, which in the later portion of this period were deposited over its surface. The stratified sands and gravel were formed when the land was emerging from the waters.

Of the modern deposits, peat is the most important. Peat-bogs occur in many parts of the island, but are usually of small extent and depth. A remarkable exception to this occurs in the great turbary known as the Black Bank, on the south side of Cascumpeque Bay, and in some other bogs in Richmond Bay and its vicinity. These are the most important on the island, and were especially examined by Mr. Harrington.

The deposit at Lennox Island in Richmond Bay occurs on the north-east shore, and must once have been of far greater extent than it now is.

The peat is almost entirely the result of the accumulation of a species of *Sphagnum*, or "peat-moss," which has the property of decaying below and giving forth new vegetation above. Most of it belongs to the class called by Karmarsch "turfy peat" (Rasentorf), that is to say, it consists of masses which are but slightly decomposed, has a yellow or yellowish-brown colour, and is soft, spongy, and elastic; but the lower portion of the bed is what is known as "fibrous peat," which is characterized by its brown or black colour, by a much greater density than the turfy, by its small degree of elasticity, and by the fact that the fibres, although distinguishable by the eye, are much more readily broken up than turfy peat.

The bank is constantly being washed away by the waves, and at high tide the water comes within three feet of the top. But there is still a surface of about 250,000 square yards with a depth of seven

feet, and, allowing it to lose four-fifths by breaking up and drying, this would yield about 20,000 tons of dry fuel.

The peat at Squirrel Creek, near the property of Hon. W. H. Pope, is "riper" than the last described, but still it belongs to the two classes of "turfy" and "fibrous" peat.

It is said to have an area of 800 acres, but the area of workable peat is probably not more than 500 acres. Assuming this as the area, and taking the average depth at 9 feet, we get 7,260,000 cubic yards as the contents; or, deducting four-fifths for loss in drying, 1,452,000 cubic yards, or (taking the sp. gr. at 0.40) about 500,000 tons of air-dried peat.

The Black Bank deposit at Cascumpeque is situated on the southern side of Holland or Cascumpeque Bay, its eastern limit being over a mile from what is known as "Cascumpeque Narrows." This is the most extensive deposit seen, and the peat is also of the best quality. Owing to its very black colour, it has received the name of Black Bank or "Black Point." At the water's edge it is quite perpendicular, and is constantly being undermined and washed away. The height of this bank at the extremity of the point is twelve feet or a little over, and yet, during storms, the waves come dashing in over the sand-bank opposite, and reach its very top. On going inward from the shore, it rises toward the centre seven or eight feet higher, being, like the last described, a "highmoor" (Hochmoor). The average thickness was estimated at fifteen feet, and the sphagnum is still growing over a large part of the bog. The area was estimated at nearly three million square yards (2,816,000), which would make the cubical contents amount to 14,080,000 cubic yards.

The peat is much denser and of a darker colour than that either at Squirrel Creek or Lennox Island, the lower half being very dark brown, or quite black, and much of it having nearly lost its fibrous structure; in this it approaches the character of what is known in Germany as "earthy peat."

Assuming it to lose three-fourths of its bulk in drying, this bog would afford 3,520,000 cubic yards of dry peat; or, taking the sp. gr. at 0.60, 1,777,248 tons.

Directly west of Black Bank there is said to be a second deposit exceeding it in magnitude, and still another on Grover Island; but these have not been examined particularly.

The common American oyster, *Ostrea Virginiana* and *var. Borealis*, occurs abundantly on the coast, and large accumulations of its shells with those of the mussel, *Mytilus edulis*, have been formed in some of the bays and river estuaries. I was informed by Mr. W. H. Pope, who has given much attention to this subject, that some of these beds are fifteen feet or more in thickness. They consist of dead shells, and in many places no living shells occur, even at the surface, the animals having been killed by the gradual approach of the beds to the surface of the water, exposing them to the action of the frost and ice, and to invasion of sandy sediment. These beds of dead oyster and mussel shells, with the mud filling the interstices, constitute one of the most valuable deposits on the island. Under the name of "mussel-mud," this material is taken up in great quantity by ingenious dredging machines, worked from rafts in summer or from the ice in winter, and is applied as a manure to the soil, with the most excellent effects. It supplies lime and organic matter, besides small quantities of phosphates and alkalies.

Sand-hills derived from the waste of the red sandstones are extensively developed along the north-west shore, and are liable to frequent changes unless held together by the roots of the coarse grasses growing over them.

Shore ridges, or "shooting-dykes," as they are called, from the use made of them by sportsmen, are regular banks of earth or soil fringing the creeks, and have the appearance of artificial earth-works, for which, indeed, they have sometimes been taken. They are often six feet high, and ten feet wide at the base. They are probably of the same nature as the lake ridges of Nova Scotia, and are produced by the expansion and drifting of the ice formed in the creeks in winter.

With regard to the relation of the Carboniferous rocks of Prince Edward Island to the coal-fields of Nova Scotia and New Brunswick, the investigations of Dr. Dawson lead to the general practical conclusions:

1. That Carboniferous rocks, similar to those of Nova Scotia or New Brunswick, probably underlie the whole of Prince Edward Island.

2. That, in certain places, the upper member of the Carboniferous series appears at the surface in a nearly horizontal and undisturbed condition.

3. That boring operations prosecuted at these places would, undoubtedly, reach the Upper, and possibly the Middle, coal-measures, and the beds of coal which they may contain.

4. That the productive value of such coals must be uncertain previous to such actual trial.

5. That the depth of the seams would probably be too great for profitable mining in the present state of the coal trade.

Should any borings in the Upper coal-measures of Nova Scotia or New Brunswick take place, the information could readily be applied to Prince Edward Island. On the other hand, the successful penetration of the newer coal formation in Prince Edward Island, in search of coal, would at once develop the regions of the mainland now untried. In any case, deep boring in the newer coal formation, either in northern New Brunswick or in Prince Edward Island, could scarcely fail to develop facts of scientific interest.

On the whole, it may be concluded that the probabilities are decidedly against the discovery of any large bed of coal at such a depth as to enable it to be immediately available.

The economic geology and minerals of the island may be briefly stated:

Peat.—In European countries, and more recently in Canada and the United States, peat has commanded much attention as a cheap and convenient fuel. In its natural state, or merely air-dried, it has been much employed for local consumption, though of very inferior heating-power to coal; but, when pulped or compressed and thoroughly dried, it has been found capable of competing with coal and wood on equal terms, both for steam production and domestic use. Charred peat has also become an important article of consumption as a substitute for wood charcoal and coke. The importance of this subject may be inferred from the following calculations by Dr. Harrington as to the quantity of peat in the three great turbaries noticed under a previous heading:

Lennox Island Bog.....	20,200 tons,	value, at $4.....	$80,800
Squirrel Creek "	500,000 "	" " "	2,000,000
Black Bank " 1,777,248	"	" " "	7,108,992
Total.....	.....2,297,448 tons,	value, at $4.....	$9,189,792

The question of fuel is likely, from the rapid disappearance of the forests, to be a matter of extreme importance in Prince Edward Island. The cheapness of coal in Nova Scotia, along with the easy transport by water to most parts of the island, and the convenient inland transportation which is afforded by the railway now completed, must prevent any serious difficulty; but it is worthy of consideration whether measures should not be taken for the utilization of the large deposits of peat existing in the Province, and shown as above to be of such immense value.

Building-Stone.—The ordinary red sandstone of the island, where thick-bedded and uniform in hardness, affords a good building-stone, easily cut, and becoming harder on exposure. Stone of this kind is obtainable in nearly all parts of the eastern and middle sections of the island, and in some parts of the western section. Quarries capable of furnishing valuable supplies to Charlottetown exist on the Bannockburn road about four miles from the railway.

The brown sandstones of Gallas Point and Campbellton are of somewhat harder texture, and a good building-stone.

Brick-Clay, etc.—Excellent deposits of this material abound on the island. They are of three kinds: 1. The beds of red clay interstratified in the Triassic formation. These are very pure and free from stones, but require to be quarried and exposed to the action of the frost, and mixed with sand. 2. Post-pliocene clays belonging to the boulder formation. These are often stony, but otherwise good material. 3. Modern alluvial clays which have accumulated in the lower levels from the waste of the higher grounds. The last are those chiefly worked at present, but the others will eventually be more largely used. We may add here, that should the process now extensively used in the United States and Great Britain for the manufacture of artificial stone from sand come into use in the island, the immense supplies of fine and uniform sand contained in the sand-hills of the north shore will afford an inexhaustible supply of the best possible material.

Limestone.—This occurs both in the Upper Carboniferous and the Trias, but not in thick beds, or of pure quality. The best limestone found is that at Miminigash and its vicinity. It is in large concretions of hard, earthy limestone, in a bed of marly sandstone, about three feet thick. Similar beds, but apparently of less importance, occur at Gallas Point and Governor's Island.

In the Trias, thin bands of concretionary limestone and conglomerate limestone occur in several places, more especially in the vicinity of Richmond and Bedeque bays, at Indian River, and at Kildare. These beds are all of coarse quality, and some of them are Dolomitic, or contain carbonate of magnesia. They are used for agricultural purposes, and, where so situated as to be easily quarried, may afford a cheaper lime for this purpose than that which is imported. At Freetown, near Bedeque Bay, this limestone is burned on a somewhat large scale.

Metallic Ores are not found anywhere in sufficient quantity to be of economic importance. The principal are:

Red Hematite.—An excellent ore of iron, in concretions at Gallas Point and elsewhere. At Gallas Point, sufficient quantities may be picked up on the beach to afford a small additional supply to an iron furnace, but not to warrant any independent enterprise.

Grey Sulphide of Copper.—In concretions in a sandstone at Governor's Island, associated with green carbonate of copper. This is a rich and valuable ore; but, so far as at present known, the quantity to be obtained is inconsiderable.

Bog Manganese Ore and Bog Iron Ore—In concretions in many swamps in different parts of the island, but not in quantity to render it of any importance.

Soils.—The great wealth of Prince Edward Island consists in its fertile soil, and the preservation of this in a productive state is an object of imperative importance. The ordinary soil of the island is a bright red loam, passing into a stiff clay on the one hand, and sandy loam on the other. Naturally it contains all the mineral requisites for cultivated crops, while its abounding in peroxide of iron enables it rapidly to digest organic manures, and also to retain well their ammoniacal products.

The chief natural manures afforded by the island; and which may be used, in addition to the farm manures, to increase the fertility of the soil, or restore it when exhausted, are:

1. The mussel mud, or oyster-shell mud of the bays. Experience has proved this to be of the greatest value.

2. Peat and marsh mud and swamp-soil. These afford organic matters to the run-out soil at a very cheap rate.

3. Sea-weed, which can be obtained in large quantities on many parts of the shores, and is of great manurial value, whether fresh or composted.

4. Fish offal. The heads and bones of cod are more especially of much practical importance, and should be more carefully preserved than at present.

5. Limestone. The brown earthy limestones of the island are of much value in affording a supply of this material, as well as small quantities of phosphates and alkalies.

NEWFOUNDLAND.

The following remarks on the geology of Newfoundland are from the reports of Alexander Murray, Esq., F.G.S., director of the geological survey of that island.

Although much of the country is still insufficiently explored, enough is known to class the rock formation of the island generally into three series, in ascending order, thus:

1. Laurentian Series.
2. Intermediate Series—Huronian or Cambrian.
3. Lower Silurian Series—Potsdam, Upper and Lower.

The Laurentian system is extensively displayed in Newfoundland, and has materially contributed to produce the remarkable geographical and topographical features of the island.

Coming to the surface in a succession of parallel anticlinals, all tending about N.N.E. and S.S.W., at intervals more or less widely apart, gneissic rocks form the principal ranges of hills and mountains from one side of the island to the other. Great masses of granite or syenite are intruded through these rocks at various parts, one conspicuous instance of which occurs at Indian Brook, a little westward of Kelligrews, near the head of the bay, where a beautiful and endurable quality of building-stone can be easily procured.

Evidences of the crystalline limestones which belong to this system occur in the valley of the Codroy River, and on the southern side of St. George's Bay, fragments of white crystalline limestone spotted with graphite being frequently seen in the former, while at the latter magnetic iron was found associated with labradorite.

The Intermediate system, supposed to be the equivalent of the Cambrian of England, and the Huronian of Canada, intersects the country in all directions, and has been especially examined from St. John's to Conception Bay, and from Topsail Head across Bell Isle to Harbour Grace. It is composed of dark-grey and red sandstones, with slate conglomerates and bands of quartzites, diorites, and jasper.

The Lower Silurian rocks of the third series underlying the island are of coarse conglomerates and limestones of Potsdam age, and coloured slates and sandstones, interstratified with dark argillaceous shales. The formation of this series over the peninsula of Avalon bears generally the description of the gold-bearing rocks of Nova Scotia, and recent examinations and comparisons of their structure and the fossils contained in them undoubtedly tend to show that the equivalents of the gold-bearing rocks of Nova Scotia have a wide spread in this Province, and the mineral condition at various parts of their distribution is such as to favour the existence of the precious metal; but even were this practically proven, it does not follow that the metal could be found in remunerative quantities.

Intrusive rocks sometimes intersect these stratified formations, and their mineral character is various, but mainly consisting of great masses of trap, or of greenstone, or feldspar porphyry.

The glacial boulders before alluded to in Prince Edward Island are also found in Newfoundland, and probably will bear a similar explanation.

The soil of the island is usually good, the valleys being level or gently undulating, and the surface soil of a sandy loam underlaid by a drift of clay or gravel and a subsoil of tenacious blue or drab clay, which is sometimes slightly calcareous.

The contemporaneity of the Carboniferous rocks of Newfoundland with those of the mainland is manifested by the same want of conformity with the older and supporting formations, and the almost exact resemblance which obtains in mineral, lithological, and fossil characters throughout the stratigraphical sequence, from the base upwards; but the accumulation in the island would appear to be in considerably less volume than on the mainland; and, so far as researches will permit the expression of opinion, it seems that it is in the upper members that the Newfoundland series is principally wanting.

By a glance at the Geological Map of Canada it will immediately be observed that a vast area of the Provinces of New Brunswick and Nova Scotia is spread over by members of this series; and further, that the geographical position, where similar measures have been recognized in Newfoundland, is suggestive of the latter being the prolongation of a great elliptical-shaped trough, extending from the former, the centre of which is concealed beneath the waters of the Gulf of St. Lawrence. It may also be perceived that while in New Brunswick the formation extends in a uniform unbroken sheet over the surface, it becomes broken and patched in Nova Scotia and Cape Breton. The symmetry of the ellipse, moreover, will be seen to be broken near its centre at the Magdalen Islands, where a part of the lower members of the system come to the surface, indicating the axis of an anticlinal fold, bearing in the direction of St. George's Bay. Proceeding from the westward, this fold would thus appear to be the first of a series of disturbances which increase in frequency further east, and which are intensely developed in Newfoundland.

The principal seat of the explorations of the coal-field of Newfoundland has been near George's Bay, where Mr. Murray has made special surveys. At the Middle Barachois Brook, at Robinson's Creek, and other points, outcrops of coal occur, exhibiting seams of considerable size.

At Grand Pond also, a seventeen-inch seam has been recently discovered, and it is by no means improbable that further developments of workable seams may be made by boring. Although the natural

outcrops are few, and the areas of the strictly productive measures limited, yet there seems every reason to suppose that more careful examination, accompanied by proper borings, might develop enough in this area to justify the opening of mines.

Coal is also reported to exist at Coal River, where an outcrop of nearly three feet has been seen.

Besides coal, the economic minerals of Newfoundland may be stated to comprise:

Salt, of which numerous indications exist through the Carboniferous region, although none of the springs are yet utilized as a source for manufacturing.

Gypsum.—This mineral is perhaps distributed more profusely and in greater volume in the Carboniferous country than in any part of the North American continent of the same extent. Enormous developments of it occur at Codroy, the Highlands, Middle Barachois, Robinson's Brook, Fishel's and Flat Bay brooks, while more isolated masses are found at Harry's Brook, Romain's Brook, and Port-au-Port Bays on the northern side of Saint George's Bay. As an article of export, the great objection which presents itself is the absence of secure harbours, Codroy and Sandy Point being the only safe places to embark cargo; but its value for agricultural purposes cannot be overestimated.

Copper.—The ores of copper are of frequent occurrence, often in the form of grey sulphurets, in the veins or dislocations of the Intermediate series.

There are several places in Conception, Placentia, and St. Mary's bays where the ores of copper are displayed in the intersecting veins; but although such indications are numerous, and the ore of a rich quality, it does not usually appear to be persistent, but rather to occur in isolated masses, and nothing but special survey would justify the large outlay requisite for the development of a mine. The presence of the ore, however, is so general in the veins of the Intermediate system as to constitute a characteristic.

In Notre-Dame Bay at Twillingate Islands, at Sunday Cove Island, Pilley's Island, the Three Arms of Green Bay, and other parts, veins of copper ore worthy of trial exist, and at Tilt Cove there are mines which have been worked for several years, and are said to be the richest and most productive copper mines in the world. Operations have been carried on at the mines with the most gratifying success. The ore has been found in beds of from three to four feet thick, but not in a regular lode. Over 60,000 tons of copper have already been extracted, and is chiefly exported to Swansea in Wales for smelting. A vein of nickel of some value is also worked here by the same company.

Lead.—There are various localities in Placentia, St. Mary's, and Conception bays, and also at Bay d'Espoir and Port-au-Port, where galena ores exist in quantities. A mine has been opened near the latter place at Lead Cove, on the property of the Hon. C. F. Bennett, but the most notable mine is at Placentia Bay—the La Manche Mine. This mine has been open since 1857, and several thousand tons of lead have been raised. It has changed hands many times, and its fortunes seem to have languished more through want of unison, or lack of capital among its proprietors, than from any diminution of ore. At present we believe it has passed into the hands of a new company, who propose to try its capacity more vigorously.

Chromic iron ore, manganese, and other economic metallic ores are found, but not in quantities or locations to make them available.

Building-stones are abundant, and the sandstones on St. George's Bay, the Peninsula of Avalon, and Notre-Dame Bay, and the limestones of the latter place, are available for building, as also the granites of Black River and Conception Bay.

Roofing-slates of first quality occur at Smith's Sound and other places. Grindstones and whetstones are found at Grand Pond, and on Trinity Bay is a hone-stone, which in texture and quality rivals the far-famed oil-stone of Turkey for the purpose of sharpening the finer description of edged tools. It is chiefly to be found near the base of the Aspidilla slates, where, by careful selection, it might be produced to almost any extent.

Limestones for burning are found abundantly, and need not be specially designated, and red and yellow ochre, peat and shell marls exist on many parts of the coast.

Mr. Murray speaks at length in his reports of the new agricultural regions opened up by recent surveys, and the valuable timber lands, but these have been alluded to in their proper place, in the topographical notice of the Province.

taking a fleet of thirteen transports accompanied by the sloop-of-war *Sphynx* set sail for Chebucto in the early part of May, 1749, arriving on the 14th day of July following. The colony consisted of 2,376 souls under the control of Colonel the Honorable Edward Cornwallis, M.P., with the title of Captain-General and Governor of Nova Scotia.

On the day of arrival, but previous to debarkation, civil government was organized on board the *Beaufort* by the election of and swearing in of the following Councillors: Col. Paul Mascarine, Capt. Edward Howe, Capt. John Gordon, Benj. Greene, John Salisbury, and Hugh Davidson; and the balance of the day was spent in festivities and rejoicing. The table around which this Council sat is still preserved in the City Council Chamber. The city was laid out as at present by Messrs. Bruce and Morris, Government Engineers, the same year.

Palisades and blockhouses were at once built, and the French and Indian residents of the locality came in and tendered their allegiance to the Governor. Dartmouth, the chief suburb, was settled next year (1750) by 350 immigrants per ship *Aldaby*; and during the fall and winter of 1751-2, 1,958 German immigrants arrived in the colony, 1,500 of whom, however, embarked in June, 1763, to Mahone Bay, where they afterwards built the Town of Lunenburg.

The great importance attributed to Halifax by the home authorities may be judged from the fact that during the first seven years of its existence the Government had expended over £560,000 stg. in its settlement. Its importance as a military and naval station were early recognized, and the fleet and troops sent out under Howe and Linden for the capture of Louisburg, made this place their rendezvous: while it was again the resort of the army and navy under Wolfe in 1759; and in 1763 quite a large force was again assembled here, ever since which time it has been a military and naval station of lesser or greater importance, but generally the chief, and at present the *only* one of the Imperial Government, in that portion of British North America now included in the Dominion.

It is protected by a large number of very strong fortifications, and has a noble harbor, which has been pronounced by the very highest authorities as "one of the best in the world." It is easy of access for ships of every class, is capacious enough to afford anchorage for all the navies of Europe, and is so situated as to afford protection from every wind. It runs over fifteen miles inland, and after passing the city, and narrowing considerably about three quarters of a mile above the city, suddenly expands into Bedford Basin, a beautiful sheet of water covering an area of nine square miles, completely shut in from the sea and affording good anchorage throughout, with from four to thirty fathoms of water.

At the north end of the city is a large dockyard for the accommodation of British ships of war. It covers fourteen acres, and is one of the finest dockyards in the British Colonies.

Though Halifax proper is not a manufacturing city, Dartmouth, its chief suburb, contains over half a dozen large iron foundries and machine shops, in some of which steam engines and the heaviest description of machinery are constructed. Richmond, another suburb, contains railway machine shops, several tobacco factories, piano factories, cabinet factories, fuse and powder mills, and several large nail factories, while both places contain a large number of establishments representing varied industries, including the manufacture of agricultural implements, cordage, boots and shoes, cotton and woollen goods, all descriptions of wooden ware, soap and candles, leather, paper, sugar refineries, breweries and distilleries.

The religious and educational institutions are in every way worthy of the place. There are twenty-six churches (including Episcopal and Roman Catholic cathedrals), one university, one non-sectarian and three theological (Presbyterian, Methodist and Roman Catholic) colleges, two commercial colleges, one convent, a grammar school, a large number of public schools, some of which are elegantly built structures, seven asylums and hospitals, and a number of national and benevolent societies. There are seven chartered banks, three savings banks, a number of private bankers, several building societies and insurance associations, fifteen newspapers and periodicals, three public halls, over twenty hotels, and a vast number of mercantile establishments, many of which compare favorably with anything in their line on the American continent.

Halifax is the nearest Canadian city to Europe and the markets of the Old World; is the "winter port" of the Dominion; is the eastern terminus of the Intercolonial, and of a railway system having connections with all chief points in Canada and the United States; and has extensive steam communication by sea with all leading ports of Canada, Newfoundland, the United States, the West Indies, Central and South America, Great Britain and Continental Europe. The population of the city proper in 1871 was 29,582; at the present time, with its suburbs, it exceeds 40,000.

WINDSOR.—A large and flourishing town situated on the river Avon, at the head of Minas basin. Ship-building is extensively carried on. Immense quantities of gypsum or plaster of Paris, existing in beds and in veins, are quarried in the vicinity. It is chiefly used in the United States for Agricultural purposes. Windsor possesses one of the best educational institutions in the Province, King's College, founded in 1787, and chartered by His Majesty George III., in 1802. It is the western terminus of the Nova Scotia Railway, and the north-eastern terminus of the Windsor and Annapolis Railway. Trains run daily in connection with the steamers from Annapolis to St. John, New Brunswick. Population, 2,715.

YARMOUTH.—A wealthy and flourishing town on the Atlantic and south-western coast. It is the second town in importance in Nova Scotia, not exactly in population, but in the wealth and enterprise of its inhabitants. A large ship-building and fishing trade is carried on, and it is the second port in the whole Dominion in its registered tonnage, ranking between St John and Halifax, with 422 vessels, of 124,741 tons, showing an *average* tonnage per vessel more than twice as great as Halifax, owing to the greater number of ships and large sea-going vessels.

It is increasing in ship-building importance yearly, and its general commercial importance will be largely increased on the completion of the railway to Annapolis, giving it direct land communication with Halifax, St. John, Montreal, and the United States. The town possesses several handsome buildings, churches, educational institutions, three banks, etc. Population, 5,335.

PICTOU.—A wealthy and flourishing town, the third in importance in the Province, on the north side of Pictou harbor. It stands upon a steep hill-side, making a good appearance from the water, and is surrounded by fine scenery. The principal trade is in coal, the produce of the Albion mines being conveyed and largely exported from here. The harbor is safe and commodious. Ship-building is carried on. There are several steam saw and grist mills, two steam carding mills, two tobacco factories, an iron foundry, and several tanneries. Logan's tannery, distant three miles, is one of the largest in the Dominion. Splendid freestone quarries are worked near the town. Pictou has many fine public buildings, churches, schools, court-houses, a county academy, masonic and other halls. Prince Edward Island Steam Navigation Co.'s mail steamers ply between here and Charlottetown. Gulf steamers run weekly from Pictou to Quebec, calling at intermediate ports. A steamship line runs direct hence to Montreal fortnightly. A steam ferry plies constantly between Pictou and Fisher's Grant, the terminus of the Nova Scotia Railway. Population, 3,462.

SYDNEY, C. B.—A flourishing and important town, pleasantly situated on the south-west arm of the harbor This was the seat of government when Cape Breton was a separate colony. The principal trade is in coal. The important mines at Cow Bay, Bridgeport, Lingan, Glace Bay, and Port Caledonia are within a few hours' drive by stage. A railway, twelve miles long, to the International Co.'s mines at Bridgeport, has been put in operation at a cost of $800,000. The terminus is on the eastern side of the harbor, within two and three-quarter miles by land from the town. It is proposed by an English company to construct another line to connect with the other mining localities on the coast. Cattle and butter are largely exported to Halifax, Newfoundland, Miquelon, and St. Pierre. There are six churches here of different denominations, besides several fine buildings. The court-house is considered one of the best in the Province. Pop. 2,900.

TRURO.—A wealthy and flourishing town, two miles above the head of Cobequid Bay, on a handsome and picturesque site. Its first inhabitants were Acadians; after them it was settled by Irish and Scotch. The country contains rich iron mines. A large market is held here regularly. The chief pursuit of the inhabitants is farming. Fishing and ship-building are also carried on. The provincial normal school is located here. An extensive boot and shoe factory employs a large number of men. The Intercolonial Railway forms a junction here with the Nova Scotia Railway. Population, 3,999.

NEW GLASGOW.—A flourishing and picturesque town on the East River, township of Egerton, county of Pictou. It contains two foundries, several tanneries, a pottery, and steam bakery. The Albion, Acadia, International and Nova Scotia coal mines are in the immediate vicinity. Ship-building is carried on. Several of the largest ships hailing from Nova Scotia were constructed here. It is a station of the Nova Scotia Railway. Population, 2,499.

There are a number of other flourishing towns throughout the Province, the chief of which are Amherst, with a population of 3,606; Antigonish, 3,319; Dartmouth, 4,358; Liverpool, 3,104; Lunenburg, 3,129; Shelburne, 2,789; and St. Andrews, 2,297. All the above figures (Nova Scotia) are taken from the census reports of 1871. In a number of instances the population has very materially increased since then; while in others it has remained stationary or nearly so, though on the whole the improvement has been of a satisfactory nature:

PRINCE EDWARD ISLAND.

PRINCE EDWARD ISLAND is situated in the Gulf of St. Lawrence, between 46° and 47° 7′ N. latitude, and 62° and 64° 27′ W. longitude. It is washed by the Gulf on the north, and separated by Northumberland Strait from New Brunswick on the east, and Nova Scotia on the south. Greatest length, 130 miles; breadth, thirty-four miles—in its narrowest part, near the centre, it is only four miles wide. Area, 2,134 miles, or 1,365,760 acres. The coast-line presents a remarkable succession of large bays and projecting headlands. The largest bays are those of Richmond on the north-west, Egmont on the south-west, Hillsborough on the south, and Cardigan on the east. These bays, by penetrating into the land from opposite directions, form narrow isthumses which make a natural division of the island into three distinct peninsulas. This natural division has been adopted as the basis of a nearly corresponding civil division into Prince's County in the west, Queen's County in the centre, and King's County in the east.

The surface of Prince Edward Island undulates gently, nowhere rising so high as to become mountainous, or sinking so low as to form a monotonous flat. At one time the whole island was covered with a dense forest of beech, birch, maple, poplar, spruce, fir, hemlock, larch, and cedar; and though destructive fires, lumbering, and cultivation have made large gaps in it, a considerable part of the original forest still remains. The whole island is eminently agricultural and pastoral. The soil consists generally of a light reddish loam, sometimes approaching to a strong clay, but more frequently of a light and sandy texture. The prevailing rock is a reddish sandstone, but a large part of the surface is alluvial

and entirely free from stone. No minerals of the least consequence have yet been discovered, and even limestone and gypsum appear to be wanting. The climate is much milder than that of the adjoining continent, and the air, generally free from the fogs which spread along the shores of Nova Scotia, is remarkably salubrious.

The scenery is charming, small game, wild fowl, and fish abundant, and the island should become popular as a Canadian summer resort.

The principal crops are wheat, barley, and oats; all of these abundant and of excellent quality; peas and beans are equally good, and potatoes and turnips are nowhere surpassed. The land not cultivable consists of soft, spongy turf, or deep layer of wet, black mould, which may prove valuable for fuel. The fisheries are very valuable, especially on the north coast, which is much frequented by mackerel and cod. The manufactures are chiefly for domestic use. Ship-building is prosecuted with considerable enterprise, and is yearly increasing in magnitude and importance.

More than in name Prince Edward Island is a "Maritime Province," there having been over 25,000 tons of new shipping built in single years in her ports, since her admission to the Confederation.

As may be imagined, the fisheries interests command a very large share of attention, not only from the inhabitants but from the outside world.

The imports consist almost entirely of manufactured articles of various kinds, and the exports of fish, grain and potatoes. The former last year came within a trifle of $2,000,000. The exports generally exceed the imports by several hundred thousand dollars, and it may be remarked that this is the only Province in the Dominion to which this statement applies.

The products of the fisheries fluctuate very much, varying all the way from one-quarter of a million to nearly a million dollars yearly.

The following table shows the counties, with the capital of each:

Counties.	Capital.
Queen's	Charlottetown
King's	Georgetown.
Prince	Summerside.

These counties are divided into sixty-seven townships and three royalties. The inhabitants consist of descendants of Scottish, Irish, Acadian, French, English, and other settlers.

The free school system was introduced in 1853. There are about 400 district schools, 17 grammar schools, various private schools, a normal and model school, and 3 colleges—Prince of Wales (Protestant), St. Dunstan's (Roman Catholic), and the Wesleyan College. It is the law of the island that the Bible be read in the public schools.

The Lord Bishop of Nova Scotia exercises episcopal authority over the island. The Roman Catholics have one diocese, Charlottetown.

Prince Edward Island has telegraphic communication with the continent of America and Europe by means of a submarine cable, eleven miles in length, connecting the island with New Brunswick.

In 1872 the building of a railway to connect Charlottetown with the principal places on the island was commenced. This railway was opened in 1874, and is 201 miles in length, viz.: Trunk line, from Cascumpeque to Georgetown, 143 miles; western extension, from Cascumpeque to Tignish, 18 miles; eastern branch, from Mount Stewart to Souris, 40 miles.

The Prince Edward Island Railway now extends nearly the whole length of the island, from Tignish on the north, to Georgetown and Souris on the east, connecting also with Summerside (Bedeque Harbor) and Charlottetown on the south. Summerside is about three and a-half hours' run by steamer from Point du Chene, the northern terminus of the New Brunswick railways. Charlottetown is about sixty miles or five hours' run by steamer from Pictou, the northern terminus of the Nova Scotia railways. Tignish and Cascumpeque are depots of the Gulf fisheries. Georgetown and Souris harbors are open in the fall generally for two or three weeks after the other ports are closed by ice. The construction of the railway now enables shippers in all parts of the island to take advantage of this important addition to the open season.

During the season of navigation there is tri-weekly communication with Pictou, N. S., and Shediac, N.B., in addition to which there are steamers connecting with Quebec and the Gulf ports to the north, and Halifax and Boston to the south. The Baie Verte Canal, now projected, will greatly facilitate communication with the Bay of Fundy and the New England ports. Navigation generally closes about the middle of December, and is resumed about the end of April or beginning of May. During this time mails and passengers are conveyed across the Strait in ice-boats, which ply between Cape Traverse in Prince Edward Island and Cape Tormentine in New Brunswick. The passage is not at all times safe, and it is believed that powerful steamers might keep the navigation open nearly all, if not all, the year round—an undertaking which the Dominion Government have, by the terms of union, bound themselves to inaugurate.

The public affairs of Prince Edward Island are administered by a Lieutenant-Governor, an Executive Council of nine members, a Legislative Council of thirteen members, and a Legislative Assembly of thirty representatives. Justice is administered according to the laws of England.

The total population of the island in 1871 was 94,021, an increase of 13,160 since 1861, and of 89,921 since it became a British possession (1758); and it is now estimated at upwards of 105,000.

CHARLOTTETOWN, the capital of Prince Edward Island, is prettily situated on gently rising ground, looking toward the south, parish of Charlotte, county of Queen's. It is on the north side of the East River, near its Junction with the North and West Rivers. The town is lighted by gas, and is well laid out; the streets cross each other at right angles, and several of them are 100 feet wide. The harbor is safe and commodious. The colonial building is the most handsome edifice in the place. It is built of Nova Scotia freestone, and cost over $85,000. The other principal buildings are the new post-office, court-house, market, athenæum, public hall, exchange, drill-shed; Prince of Wales, St. Dunstan's and Methodist colleges; normal school, convent, lunatic asylum, gaol, government house.

There are also four banks, a savings bank, a woollen factory, iron foundry, ship-building yards, etc.

The merchants are enterprising and wealthy, and a very large export trade is done here with Great Britain and the United States.

An immense impetus would be given to the trade of Charlottetown by the renewal of the Reciprocity Treaty with the United States. Population, over 12,000.

SUMMERSIDE, the second town of importance on the island, is situated on Bedeque Bay, and on the Prince Edward Island Railway, forty miles north-west of Charlottetown, forty-five miles north-east of Shediac. It has an excellent harbor with good anchorage for the largest vessels, and contains churches of seven denominations, three banks, a public hall, market, convent, schools, and several mills and factories.

Ship-building is carried on to a large extent, and eggs, potatoes, oysters, sheep, horses, and oats are extensively exported. Summerside has daily communication, in summer, by steamer with Nova Scotia and New Brunswick. In Bedeque Bay, opposite the town, is a beautiful island of about 200 acres, on which has been erected a fine hotel capable of accommodating 600 guests, and which is a favorite summer resort. A steam ferry runs between the island and the town. The Prince Edward Island Railway has a first-class station, engine-house, and car-sheds in the town. Population, nearly 5,000.

Georgetown and Alberton are also rapidly rising towns, with a population of about 1,500 and 1,000 respectively.

MANITOBA.

The whole of the vast territory hitherto held by the Hudson Bay Company, under Royal Charter issued in the twenty-second year of the reign of Charles II., and transferred to the Imperial Government on the 1st day of December, 1869 (the company receiving an indemnity from the Canadian Government of £300,000 sterling), was by order of H. M. the Queen in Council, dated 23rd day of June, 1870, admitted into the union or Dominion of Canada.

The portion of the territory hitherto known as the Selkirk or Red River Settlement has been erected into a Province, to be called the Province of Manitoba.

It is bounded on the south by the United States, and on the north, east, and west by the North-West Territories of the Dominion. It extends from 49° to 50° 30′ north latitude, and from 96° to 99° west longitude, and comprises an area of 14,340 square miles, or 9,177,600 acres.

The name *Manitoba*, taken from a large lake, a part of which lies in the Province, is a contraction made by the old French Canadian *voyageurs*, of the Cree word *Manitowaban*. *Manitou* signifies *supernatural, divine, spirit*; and *waban* means a *strait*. As the waters of a strait in that lake are agitated in an unusual way, the Indians believed formerly there was therein something supernatural, a spirit that moved them, and they called the lake *Manitowaban*.

The agricultural capabilities of its soil cannot be exceeded for many things. The most part of the Province is prairie land, diversified by groups of elm, ash, oak, poplar, basswood, and ash-leaf maple. It is a rich, black mould, resting partly on a limestone formation and partly on a thick coat of hard clay. Manure, not indispensable at first, is as useful here as elsewhere. It has not been used much so far, on account of the large amount of land possessed by each of the inhabitants, which circumstance enables them to sow the same grain several years running. Wheat ripens in 110 days, and gives an average return of twenty-five to thirty bushels to the acre. All kinds of garden vegetables, as well as oats, barley, Indian corn, hops, flax, hemp, potatoes, and other root-crops are easily raised. The grassy savannas of Red River afford unlimited pasturage ranges, as long as unploughed. The authority of the scientific gentlemen connected with the Pacific Railway surveys exists for the statement that a large part of this Province is excelled by no portion of America as a cereal-producing country, and for the generally exceeding beauty of the newly-surveyed districts.

Though the winter is cold, it is mitigated by a clear, dry atmosphere. A population more healthy than the Manitobans cannot be met anywhere.

The Province is provided with a liberal homestead law, which exempts (with stock, implements, &c.) 160 acres of land. Every male adult is entitled to 160 of "homestead" land free (except such as are included in the various reserves); and a further 160 acres of "pre-emption" land at prices ranging from $1.00 to $2.50 per acre, according to the "belt" in which it is situated, these "belts" running parallel to the Pacific Railway, and prices varying according to their respective distances therefrom. Two sections in each township, or one-eighteenth part of the whole, is reserved for school purposes.

The great problem of a future fuel supply which stared the country in the face as soon as the timber limits along the river "bottoms" should become exhausted, has been satisfactorily solved by the recent discoveries of coal on both the Saskatchewan and Assiniboine. Indications give promise of an inexhaustible supply, and actual experiment has demonstrated its superior quality.

The chief rivers of the Province are the Red River and Assiniboine. The former takes its rise in Otter Tail and Traverse Lakes, Minnesota, running northward a distance of over 700 miles and emptying into Lake Winnipeg 105 miles from the U.S. boundary; but on account of the crookedness of the stream, its length in Canadian territory exceeds 200 miles. The Assiniboine takes its

rise some 400 miles west-by-north of Winnipeg (where it forms a confluence with the Red River), but on account of its winding course it is over 600 miles in length. It flows for the first 400 miles of its course in a generally south-east-by-eastern direction, receiving in that distance five important tributaries from the north side, each from 50 to 150 miles in length. At the "elbow," 220 miles (by river) from its mouth, it receives its chief tributary, the Qu'Appelle, from the right bank, and flows thence almost due east till it mingles its waters with those of the Red River at Fort Garry.

Manitoba is very rapidly assuming the status of one of the most important Provinces in the Dominion. Every part of the Province possesses a volume of interest: but the chief of all centres in Fort Garry, now the city of Winnipeg, and the commercial, as well as the political capital. This was one of the earliest points of settlement of the Lord Selkirk colony in the very first years of the present century. On account of its favorable geographical position it was early made the chief post of the Hudson Bay Company in the North-West, and such it still remains. The whole trade of the place was almost exclusively confined to the Hudson Bay Company's business until a few years previous to the transfer of the Company's territory to the Dominion in 1870; and even at that date it was a place of no importance, having but a single street, with no buildings of any size or value, and a general trade which amounted to little or nothing. Within a single decade it has become a handsome, well-built city of about 15,000 inhabitants, with wide streets, lined with brick and stone buildings which would do no discredit to any city of the Continent. In regard to its commercial attributes, Winnipeg is on all hands admitted as the briskest city in the Dominion, more business being transacted there, in proportion to its population, than in any other.

The chief historical incidents in connection with Winnipeg, since its original settlement, were the "Red River Rebellion" in 1870, the principal features of which (including the Presidency of Riel, the imprisonment of Canadians, the execution of Scott, the capture of Fort Garry by the military expedition under the then Col. Woolsley, and the flight of the insurgent chiefs) are still fresh in the minds of all Canadians; the incorporation of the place as a city, in 1873; the building of the Pembina branch of the Canada Pacific Railway; and the final decision of the Dominion Government to build the main line of the Pacific through and directly westward from the city, crossing the Red River by a magnificent iron bridge.

The city has several very fine hotels, one of which cost over $100,000 to build. The Christian denominations all have churches, some of them very imposing structures. There are three theological colleges, "Manitoba" (Presbyterian), "St. Boniface" (Roman Catholic), and "St. Johns" (Episcopalian). There is an excellent Fire Department, with several steam fire-engines; national, benevolent, and society organizations of every description, including several Masonic and Oddfellows Lodges; three daily and several weekly newspapers; and a number of literary and scientific societies. It is the great commercial metropolis of the Canadian North-West, and its warehouses are filled with the products of every clime; while among its merchants are some of the most successful traders of this generation.

Besides the "Government House" and public offices of the Province, Winnipeg contains a number of edifices owned by the Dominion Government; including the Post-Office and Government Savings Bank, the Pacific Railway Offices; the Custom House, and the Dominion Land Office. The City Hall and Central School are very fine buildings, while the prospective public improvements include a North-Western University, Gas Works, and a water supply on the most approved modern principles,

Although Winnipeg is by far the most important and populous city in the whole North-West, yet Manitoba contains a large number of prosperous and rapidly-growing towns in almost every portion, especially those bordering the Assiniboine and Red Rivers. Among the chief of these are:

BAIE ST. PAUL, on the Assiniboine, 30 miles above Winnipeg, containing churches, schools, several stores, &c., &c., and a population of 1,200.

BLUMENORT, a Mennonite village in section 35, Township 7, Range 6 East, contains steam grist and saw mills, church, school and custom house.

EMERSON, a newly incorporated city on the east bank of the Red River, just north of the U, S. boundary, is the southern terminus of the Pembina Branch. It already contains a population exceeding 2,000, and is growing very fast. It is a port of entry, and contains Custom House and Dominion Lands Office. All the attributes of the most prosperous eastern railway towns are to be found here, including the very best ecclesiastical and educational institutions, mail, telegraph and express facilities, and a daily and several weekly newspapers.

GLADSTONE, in Township 14, Range 11 West, on White Mud River, contains grist and saw mills, hotels, stores, churches, schools, &c., and a population of about 600.

HEADINGLEY, one of the most flourishing settlements on the Assiniboine, 13 miles above Winnipeg, contains several churches, school, mills, hotels, stores, &c., &c. Population, 1,200.

KILDONAN, the oldest of Lord Selkirk's settlements (named from the native parish of its first settlers), a flourishing town on the right bank of the Red River, five miles below Winnipeg, with a population of 700 or over, and very many of the attributes of our older eastern towns, including religious and educational institutions, literary, scientific, national and other societies, as found in the best towns of Ontario.

MORRIS, a town on the Red River, 24 miles north of the U. S. boundary: although only laid out in 1877, this town's present population already approaches 1,000, with five or six churches, schools, mills, factories, warehouses, hotels, etc., etc.

POPLAR POINT, on the Assiniboine, at the junction of the Portage and Lake Manitoba roads, 45 miles west of Winnipeg, is a flourishing town with 500 of a population, and all the attributes of prosperous villages generally of similar size.

PORTAGE LA PRAIRIE, the county seat of Marquette West, is the most important point in western Manitoba. It has a population of nearly 1,500 and has daily stage connection with Winnipeg, 60 miles eastward. It has five or six churches, schools, mills, hotels, etc., etc., and every characteristic of the prosperous place which it is.

RAPID CITY, on the Little Saskatchewan, though only settled the present season, promises to be a very flourishing town, and ere long a railroad centre of considerable importance, being the contemplated junction of several proposed railway lines to the west, north-west and south-west.

SELKIRK, named from the nobleman who formed the Red River Colony, is 24 miles down the river from Winnipeg, which place it seriously threatened to supplant as the chief commercial metropolis, until the final decision of the general government gave the latter city the main line of the Pacific Railway. Selkirk is the terminus of what is now a branch of the Pacific, being originally designed as the main line and built thus far. It contains a population of several thousand, has newspapers, schools, churches, mills, factories, etc., etc., in profusion, and two daily boats to and from Winnipeg during the season of navigation.

STONEWALL, 26 miles west of Selkirk, and 6 miles north of the Provincial Penitentiary, though only settled in 1877, is already a thriving and promising town, containing flour and grist mills, several churches, schools, stores and factories.

ST. ANDREWS, in the parish of the same name, is on the Red River, 16 miles below Winnipeg. It is one of the earliest Scotch settlements, and is the county seat of Lisgar County. It has a population of nearly 2,000, and is well supplied with all the facilities of modern civilization, including churches, schools, mills, shops, factories, stores and hotels.

ST. BONIFACE, at the confluence of the Red and Assiniboine, opposite Winnipeg, is one of the most important points in the Province, now containing a population approaching 2,000, which is being constantly and rapidly augmented. It was for a time the terminus of the Pembina branch of the Canada Pacific. There is a Roman Catholic cathedral at this place, which is the Metropolitan See of the North-West. It has a college, ladies' academy, large hospital and an orphan asylum, some very handsome buildings—public and private, a number of mills, several good hotels, and a French newspaper, *Le Metis*. It will undoubtedly soon become a part of Winnipeg, to which city it already virtually belongs.

There are several quite populous parishes along the Assiniboine and Red Rivers, in each of which there are towns of more or less importance, generally of the same name, including, St. Clements, 22 miles distant from Winnipeg; St. Charles, 9 miles; St. Francois Xavier, 25 miles; St. James, 3 miles; St. Johns, just north of the city; St. Norbert, at the mouth of the La Salle, on the Red River, and St. Paul's, north of Kildonan. St. Norbert Village is the county seat of Provencher, and is a very prosperous and rapidly growing town.

WEST LYNNE (Pembina), on the west side of Red River, adjacent to the United States boundary, was at one time a place of much greater importance than at present, being the outport of customs for the entire North-West, but since the completion of the railway to Emerson it has temporarily declined. The river, however, is being bridged, and the recent erection of important buildings, warehouses, &c., by the Hudson Bay Company and others, promise it a new lease of life.

There are many other places of great promise which are filling up as fast as a continuous living stream from the East can fill them, and which before another year will eclipse the present status of many of those already described, therefore we can scarcely form an estimate of what the next decade will do for a Province already embracing so many flourishing and rapidly growing settlements, and which but ten years ago (1870, when the transfer was effected from the Hudson Bay Company to Canada) contained the insignificant population of 11,953, and this, too, including the whole North-West, whose present population aside from that of Manitoba, is now variously estimated at from 50,000 to 100,000.

NORTH-WEST TERRITORIES

This large possession of the Dominion of Canada includes all that portion of British North America outside the Provinces of Ontario, Quebec, Nova Scotia, New Brunswick, Manitoba, British Columbia and Prince Edward Island, and the island of Newfoundland. It is bounded on the north by the Arctic Ocean, on the east by the Atlantic, on the west by the Pacific, and on the south by parts of the Dominion of Canada and the United States. Area estimated at 2,750,000 square miles.

This immense district was, until 1870, known as the Hudson Bay Territory, so named after Henry Hudson, who discovered the bay in 1610, and perished on its shores. It was governed by the Hudson Bay Company, by whom it was divided into four large departments or regions, subdivided into thirty-three districts, including 155 posts. The government was administered by a Chief Governor and Council, and the various departments by Chief Factors and Chief Traders. The Northern department, which included all the establishments in the far

north and frozen region, comprised the valley of the Mackenzie River, and the country between that sterile region and the Rocky Mountains, north of Lake Athabasca. The Southern department extended on both sides of James' Bay, and along the south shores of Hudson's Bay, as far north as Cape Churchill, and inland to the ridge which forms the northern boundary of Quebec and Ontario, and to Lakes Winnipeg, Deer, and Wollaston. The Montreal department included the country in the neighborhood of Montreal, up the Ottawa River, and along the north shore of the St. Lawrence to Esquimaux Bay; and the Columbia department comprehended all that immense extent of country to the west of the Rocky Mountains, now the Province of British Columbia.

The North-West Territories now have a separate Lieutenant-Governor, the capital being at Battleford, and the government of the Territories is of a quasi-military character, chiefly under the jurisdiction—subject to the approval of the Lieutenant-Governor—of the North-West Mounted Police. During the incumbency of the Mackenzie Administration, a portion of what is generally known as the "North-West" (between Ontario and Manitoba) was set off as the new Province of Keewatin; but the arbitration then pending between the Ontario and Dominion Governments subsequently resulted in the greater part of the territory in question being awarded to Ontario, a decision which of course put an end to the scheme of a new Province.

The North-West Territories are watered by numerous lakes and rivers. The principal rivers are the Churchill, Nelson, Severn, Albany, Abbitibbi, East Main and Great Whale rivers, flowing into Hudson's Bay; the Mackenzie, Coppermine and Great Fish rivers, flowing into the Arctic Ocean; the Saskatchewan, Assiniboine, and Red rivers, falling into Lake Winnipeg; and the Caniapuscaw (or Koksoak) and Natwakame rivers, falling into Hudson's Straits. The Mackenzie is one of the greatest rivers in the world. It is 2,500 miles long, and flows through a fertile and finely wooded country, skirted by metalliferous hills, and with coal-measures cropping out near the surface throughout three-fourths of the area drained by it. According to the best computation, it drains an area of 443,000 square miles. The Coppermine River is very rich in copper ore and galena. The Saskatchewan, 1,300 miles long, and its tributaries, drain an area of 363,000 square miles. The principal lakes are the Great Bear, Great Slave, Athabasca, Winnipeg, Manitoba, Lake of the Woods, Winnipegoos, Clear Water, Nelson, Deer, Wollaston, North Lined, Mistassini, and Abbitibbi. Great Bear Lake is 250 miles long and about as wide. Great Slave Lake is 300 miles long and 50 wide. Lake Athabasca is 200 miles long and 20 to 40 wide. Lake Winnipeg is 280 miles long and 5 to 57 miles wide. Lake of the Woods 75 miles long by 60 miles wide, and Lake Mistassini about the size of Lake Ontario.

The numerous and recent surveys for the Pacific Railway have confirmed all that has ever been written of the vast extent of the agricultural capabilities of the North-west Territories, or at least 600,000 to 700,000 square miles of them. The fertile belt of the Saskatchewan alone contains an area of 64,400 square miles, in one continuous strip 800 miles long, and, on an average, eighty miles broad. But the best and largest wheat area is beyond the Saskatchewan, namely, the valleys of the Athabasca and Peace rivers to the very western (the Pacific) slope of the Rocky Mountains, along the Peace River Pass to latitude 60° N. Near the foot of the Rocky Mountains there is an area of 300,000,000 acres beyond the supposed limit of the fertile belt of the North-West. The Saskatchewan is partially wooded, and abounds with the most beautiful herbage, and generally possesses a deep and rich soil of vegetable mould. This extraordinary belt, more than one-third of which is at once available for the purposes of the agriculturist, is capable of sustaining a population of 90,000,000. This region in winter is not more severe than in Ontario; and in the western districts, which are removed from the influence of the great lakes, the spring commences about a month earlier than on the shores of Lake Superior, which is 5° of latitude farther to the south.

Snow is never excessive in depth; while in the richest tracts the natural pasturage is so abundant that horses and cattle may be left to obtain their food during the winter.

Travellers describe this region as magnificent, with the surface of the ground covered with flowers, such as roses, hyacinths, tiger-lilies, and blue-bells, half hidden in the luxuriant grass.

The rivers and lakes west of Lake Superior are bordered by rich prairies and splendid woods. A splendid stream (Rainy River, 100 miles long) empties Lac la Pluie into the Lake of the Woods, and must one day be the highway of a great settlement, with towns on its borders and steamboats on its bosom.

On Peace River groves of poplars and pines vary the scene, and their intervales are enlivened with vast herds of elk and buffaloes.

About 150 miles east of the Rocky Mountains the great coal-bed commences. So far as has been ascertained it is over 300 miles in width, and extends continuously over 16° of latitude, to the Arctic Ocean. The lignite (or tertiary coal) formation is still more extensively developed. At the junction of the Mackenzie and Bear Lake rivers, the formation is best exposed; it there consists of a series of beds, the thickest of which exceed three yards, separated by layers of gravel and sand, alternating with a fine-grained, friable sandstone, and sometimes with thick beds of clay, the interposing layer being often dark from the dissemination of bituminous matter. The coal, when recently extracted from the bed, is massive, and most generally shows the woody structure distinctly. Beds of coal also crop up to the surface on various parts of the Arctic coast.

When the Hudson Bay Territory was turned over to the Dominion in 1870, there was absolutely no population in that part of it now known as the North-West Territories, except some roving bands of Indians, and the few white hunters, trappers and traders, scattered sparsely from the American and Old Province boundaries to Alaska and Hudson Bay, and from Labrador to the Rocky Mountains. Ten years later, we find, in addition to a populous and already wealthy province (Manitoba, previously described), an agricultural population settled along the valleys of the Assiniboine and Saskatchewan Rivers and their tributaries, which some authorities already estimate as high as 100,000 souls, a number which is so rapidly increasing as to promise ere long to outstrip even the heretofore unprecedented growth of Manitoba.

Among the very many points of interest and importance which this territory already contains, we may mention the following:

BATTLEFORD, the capital and chief station of the North-West Mounted Police, is situated on Battle River, at its confluence with the Saskatchewan. The site of the town is a plateau 200 feet above the water of the river, which is navigable to this point, to and from which Hudson Bay Company's steamers regularly ply. Government House, here situated, together with the government offices, including those of the Registrar and Stipendiary Magistrate, form an imposing appearance. The town is well laid out, and contains numerous buildings of more than ordinary pretensions. It has Episcopalian, Presbyterian, Methodist and Roman Catholic churches, school, stores and mills, and a population already in excess of 500. It is even now a place of considerable commercial importance, and from its geographical position, its surroundings and its political ascendancy combined, promises to become the leading city of the North-West. It has telegraphic communication with the outside world, and the first established newspaper in the Territories—the *Battleford Herald*—is among its institutions. Altogether, it is a place of very great and peculiar interest, as well as of leading importance.

CARLETON HOUSE, or FORT CARLETON, is a Hudson Bay Company's trading post on the North Saskatchewan, 520 miles west of Winnipeg. The village itself is a smart one of several hundred people, containing churches, stores, schools, &c., while the "settlement" contains already nearly 2,000 of a population.

DUCK LAKE, 12 miles south-east of Carleton House, is becoming quite a centre of trade, and contains stores, churches, schools, &c. One school is under charge of the Grey Nuns.

EDMONTON, in lat. 53° 45′ N., lon. 113° 20′ W., a chief trading post of the Hudson Bay Company, consisted formerly of a fortification of red earth, enclosed by abattis, surrounded by trenches, and entered by battlemented gateways. It is now a flourishing village of from 300 to 500 population, a North-West Mounted Police station, Hudson Bay Company's post, and contains post office, four churches, several hotels, school, two grist mills, saw mill, lath and shingle mill, a number of mechanics' shops, and a good supply of mercantile establishments. It is situated on the North Saskatchewan River, 880 miles north-west from Winnipeg, and immense supplies of the best coal exist in its immediate neighborhood.

FORT ELLICE is a Hudson Bay Company's post, and now quite a considerable settlement at the junction of the Qu'Appelle with the Assiniboine, 220 miles west of Winnipeg. It is also a Mounted Police station, and a place of rapidly growing size and importance.

FORT MCLEOD, a post established by the North-West Mounted Police authorities, and named after Colonel McLeod, the commanding officer of the force, is about 850 miles almost direct west of Winnipeg, on the South Saskatchewan. It has lately become the centre of quite a prosperous and rapidly growing settlement, which promises to be one of the most important points of the North-West.

FORT PELLY, on the Assiniboine, 110 miles north of its junction with the Qu'Appelle, and 330 miles north-west of Winnipeg, is also a Mounted Police station, and the centre of a rapidly growing agricultural population.

FORT PITT, also on the North Saskatchewan, is 687 miles north-west of Winnipeg, and the headquarters of the Roman Catholic missions to the Cree Indians. The village contains a church, excellent school, store, etc.

FORT SASKATCHEWAN, a French Canadian settlement near Edmonton, contains a population of between 200 and 300, and has a post office, a number of churches, several stores, etc. The best of coal is obtained in the neighborhood, and in inexhaustible quantities.

FORT VERMILLION is a H. B. Co.'s trading post and growing village on the Peace River, over 600 miles north of Winnipeg. Cereals and roots grow in this locality to the greatest possible perfection, and the promises of a rapid development of the adjacent territory are extremely encouraging.

Great anticipations are everywhere indulged in with regard to the glorious future of the North-West; and the unprecedented advance which it has already made, together with its ever-accelerating development, would seem to indicate that the most brilliant hopes are in no-wise overdrawn.

BRITISH COLUMBIA.

BRITISH COLUMBIA is bounded on the north by the sixtieth parallel of latitude; east by the main chain of the Rocky Mountains; south by the United States; and west by Alaska, the Pacific Ocean, and Queen Charlotte's Sound. Length, 764½ miles; breadth about 400 miles; area, including Vancouver and other islands, 330,000 square miles.

Vancouver Island extends from lat. 48° 19′ to 50° 53′ N., a distance of 278 miles, along the southern portion of the mainland, from which it is separated by the Gulf of Georgia, 90 miles in width. The north entrance to the

half a million dollars; the beautiful new custom-house at Point à Carcy, etc., etc. The Montmorenci Falls, a magnificent sight at almost all seasons of the year, are situated about nine miles from the city. Between them and Quebec is the Beauport Lunatic Asylum, the largest and finest building of the kind in the Dominion.

The educational institutions comprise three Roman Catholic colleges, viz.: Laval University, with faculties of law, medicine, and arts; the Grand Seminary, and the Minor Seminary; the Ursuline convent, an extensive establishment founded in 1641; several nunneries; Morrin College, with ten professors; Laval Normal and Model School; the Quebec High School; and a number of academies and private and public schools.

Quebec ranks third as a seaport town, or first after Halifax, N. S., and St. John, N. B. She carries on a considerable trade with the surrounding country and with the ports and fisheries below, but her principal business is ship-building and the lumber trade. She annually launches a large number of vessels, rigged and equipped, and of varying tonnage (from 1000 to 2000 tons and more), and exports millions of feet of timber, besides other produce of the country. The building of the Gosford Railway, together with the recent construction of the North Shore and Levis and Kennebec railways, will prove of incalculable benefit to Quebec, and add much to her commercial prosperity. The North Shore Railway now gives her direct communication with the places lying westward between her and Montreal on the north shore of the St. Lawrence, as she also has with the south by the Grand Trunk Railway and the Levis and Kennebec Railway, with the State of Maine and Province of New Brunswick. Quebec is well lighted with gas, and abundantly supplied with excellent water from Lake St. Charles, at an elevation of several hundred feet above the highest level of the town. A continuous stream of water can be thrown, by its own pressure, over the highest buildings in the city, rendering next to impossible, with the assistance of a good fire brigade and an excellent fire alarm telegraph system, recently introduced, the recurrence of any of those serious conflagrations which have acted so injuriously on Quebec's prosperity. Opposite the city are two very important and flourishing towns—Levis and South Quebec. With these there is constant communication by steam ferries. The depot of the Grand Trunk Railway is situated in the latter town. From thence trains proceed to all points west, and eastward to the railway system of the Maritime Provinces.

There are two weekly lines of steamers for the Gulf ports and Maritime Provinces. From April to November, the Richelieu Company's palace steamers ply daily between Quebec and Montreal, and during the hot months the Canadian Navigation Company's steamers make four trips a week to the Saguenay and fashionable watering places. Population, over 70,000.

THREE RIVERS, the third city in the Province, and capital of the district of Three Rivers, is most pleasantly situated on the north shore of the River St. Lawrence, at the mouth of the River St. Maurice, which is included within its limits, together with the several islands there lying. It is equi-distant (90 miles) from the cities of Montreal and Quebec. Three Rivers is the seat of a Roman Catholic Bishop, and the cathedral is one of the finest edifices in British North America. The improvement of the River St. Maurice by the government, in 1853, gave additional impetus and life to Three Rivers; about $200,000 having been expended in erecting booms and slides on the river, which has already attracted the investment of more than $1,000,000 in lumber operations. The source of supply of lumber furnished by the St. Maurice and its tributaries extends over a territory of about 200,000 miles. Messrs. Geo. Baptist, Son & Co., and Messrs. Ross, Ritchie & Co. have very extensive steam mills and machine shops at the mouth of the St. Maurice. The former firm also have mills of very large capacity some miles up the river. There are numerous other mills in the city and vicinity, this being the chief depôt of the St. Maurice Valley and the great shipping point of lumber to the Quebec, English, West Indian, United States and South American markets. The largest glove, mitt and mocassin factory in the Dominion is situated here; also several extensive iron works, including the Radnor and St. Maurice l'Islet; besides a car-wheel factory of very large capacity; while the public improvements of the city embrace a magnificent water-works system on the Holly principle.

The causes that have hitherto militated against the development of the numerous resources of the district,—namely, the lack of railway communication, and the extent of impracticable navigation of the St. Maurice in rear of the city,—have been greatly removed by the building of a first-class branch of the Grand Trunk Railway connecting Three Rivers with Arthabaska; thus opening a direct communication with five New England States, all requiring lumber, and Three Rivers being the nearest and cheapest market whence they could obtain it. The North Shore Railway also adds very materially to its commercial and manufacturing facilities. Three Rivers has a population of over 12,000.

SHERBROOKE, the principal town in the Eastern Townships, is situated on the River St. Francis, on both banks of the River Magog, and on the Grand Trunk and Massawippi Valley Railways, and at the western terminus of the St. Francis and Lake Megantic International Railway. It is chiefly famous for its water-power, which for extent and availableness is scarcely equalled in any other town in Canada. It contains the head offices of the Eastern Townships Bank, two branch banks, the chief office in Canada of the British America Land Company, several assurance and insurance agencies, churches of five or six denominations, and manufactories of woollen and cotton cloths, flannels, iron castings, machinery, axes, pails, etc.; also saw-mills, breweries, etc. Population, 8,000.

ST. HYACINTHE.—A city on the Yamaska River, seigniory and county of St. Hyacinthe, *chef-lieu* of the district of St. Hyacinthe, which comprises the county of St. Hyacinthe and the counties of Bagot and Rouville. St. Hyacinthe is one of the most flourishing places in the Province of Quebec. The local business is considerable, and the markets are second only to those of Montreal as regards the variety, quality, and value of the articles brought in. It possesses many public establishments of great importance. The college is a fine cut-stone building, over 700 feet long, and is surmounted by a cupola, from the top of which there is an extensive view. This institution possesses an excellent library, physical and astronomical apparatus, chemical laboratory, etc. The grounds around the college are very fine. The head-office of the St. Hycinthe Bank is here, and extensive manufactories of various kinds. The Grand Trunk Railway passes through the city, and places it at two hours' distance from Montreal, seven hours from Quebec, fourteen hours from Portland. Population, 5,000.

NEW BRUNSWICK.

NEW BRUNSWICK is bounded on the north-west by the Province of Quebec, from which it is separated by the River Restigouche; north by the Baie Chaleurs; east by the Gulf of St. Lawrence and Northumberland Straits, the latter separating it from Prince Edward Island; south by the Bay of Fundy and part of Nova Scotia; and on the west by the State of Maine, from which it is separated by the St. Croix and St. John rivers; extending from latitude 45° 5′ to 48° 40′ north, longitude 63° 50′ to 68° west; greatest length from north to south, 230 miles; breadth, 190 miles; area, 27,322 square miles, equal to 17,486,280 acres. Its coast-line is about 500 miles in length, interrupted only at the point of junction with Nova Scotia, where an isthmus of not more than eleven miles in breadth connects the two territories and separates the waters of the Northumberland Strait from those of the Bay of Fundy, and which it is proposed to unite by means of a canal, called the Bay Verte Canal.

The surface of the country is generally flat or undulating. There are some hills skirting the Bay of Fundy and the rivers St. John and Restigouche, but they nowhere assume mountain summits. The shores of the Gulf of St. Lawrence and Northumberland Strait abound in fine ship-harbours (each at the mouth of a considerable river) from which is exported much fine timber. For about twelve miles inland the country is low and skirted with marshes.

The face of the Province is traversed in all directions by navigable rivers, chief of which is the St. John, 500 miles in length. It is navigable for steamers of 1000 tons to Fredericton, ninety miles from the sea. Above this point smaller steamers ascend sixty-five miles, to Woodstock, and occasionally make trips as far as the Tobique, seventy-five miles further up, and even to the Grand Falls, a magnificent cataract seventy or eighty feet perpendicular, 225 miles from the sea. Above the falls the St. John has been navigated by a steamer to the mouth of the Madawaska, forty miles; from this point boats and canoes may ascend almost to its sources. The Madawaska River is also navigable for small steamers to Lake Temiscouata, a sheet of water twenty-seven miles long, from two to six miles broad, and of great depth throughout. From the upper part of this lake to the River St. Lawrence, at Trois Pistoles, the distance is only about eighteen miles. The country drained by the St. John and its tributaries comprises about 9,000,000 acres in New Brunswick, 2,000,000 in Quebec, and 6,000,000 in Maine. The valley is remarkable for its fertility and picturesque beauty. After the St. John, the largest river of New Brunswick is the Miramichi, flowing north-east into an extensive bay of its own name. It is 225 miles in length, and seven miles wide at its mouth. It is navigable for large vessels twenty-five miles from the Gulf, and for schooners twenty miles further, to the head of the tide, above which, for sixty miles, it is navigable for tow-boats. The river has many large tributaries, spreading over a great extent of country.

The Petitcodiac, the Richibucto, and the Restigouche are all noble rivers, navigable for from fifteen to twenty-five miles above their mouths for large vessels, and draining over 8000 square miles of fertile and finely timbered country.

Among the numerous bays with which the coast is indented, the most important is the Baie des Chaleurs, an immense haven ninety miles in length and twelve to fifteen in breadth, with many excellent harbours. Throughout its whole extent there is neither reef, rock, nor shoal, nor any impediment to navigation.

The climate of this Province is exceedingly healthy. Disease, peculiar to the country, is unknown. Its beautiful scenery, sometimes wild and picturesque, with its hills and mountains; its beautiful rivers, brooks, and lakes abounding in fish; its sunny dales and wooded valleys, have their attractions.

The autumn is a season of exceeding beauty, the air being dry and clear, and the woods glowing with innumerable tints of the richest and most brilliant hues.

The prevailing summer winds are from the W.S.W. and S.; when from the S.W. dense fogs are often produced on the Bay of Fundy, and extend from fifteen to twenty miles inland.

Of the soil and capabilities of New Brunswick it is impossible to speak too highly. There is not a country in the world so beautifully wooded and watered. A large portion of the surface is covered with dense forests of pine, hackmatack, spruce, cedar, etc., etc., which provide immense quantities of timber both for export and ship-building. All kinds of cereals and fruits (except peaches) ripen perfectly and are of excellent quality. The potatoes raised in this Province are the best in the world. Turnips, peas, beans, and other leguminous plants thrive admirably. A most profitable crop is grass, which occupies about four-fifths of the land on every large farm. Agriculture, however, has made but slow progress, and the demand for food is far beyond the supply raised on the soil. The inhabitants generally find it more profitable to follow the lumbering business. The rivers, lakes, and sea-coast of New Brunswick abound with fish of almost every variety. In Baie des Chaleurs immense shoals are seen, darkening the surface of the water. The Bay of Fundy has long been celebrated for its fisheries.

The salmon fisheries of New Brunswick are among the finest in the world. The Buctouche, Caraquette, and Cocagne oyster-beds are as prolific as they are famous, and the finest lobsters are found in profusion.

Ship-building is extensively prosecuted in the Province, more especially at St. John and on the Miramichi. Vessels are also built at St. Andrew's, at various coves and harbors on the Bay of Fundy, along the banks of the St. John and Petitcodiac, and at Cocagne, Richibucto, Bathurst, Dalhousie, Campbellton, and other ports on the north shore. The statistics of these two industries are given among the "Dominion Statistics."

Coal is plentiful and iron ore abundant; the former is said to extend over 10,000 square miles. The Albert coal mine is the most valuable deposit of bituminous matter on this continent. It produces 100 gallons of crude oil per ton, and the coal is worth for gas making $14 to $17 per ton at the shipping port.

Copper and manganese also abound. A large deposit of the former has been discovered on the banks of the Nepisiquit River, which falls into Bathurst Bay, and another of plumbago within half a mile of St. John. The supply of the latter is said to be inexhaustible. Gypsum, limestone, freestone and grindstone abound.

The principal articles manufactured in New Brunswick are sawn lumber, leather, cotton and woollen goods, wooden ware of all descriptions, paper, iron castings, nails, mill machinery, locomotives, steam engines, etc. The number of saw mills in the Province is very large.

The great extent of sea coast, with its numerous bays and navigable rivers flowing into them, furnish admirable facilities for commerce. The principal exports are fish, timber and lumber, iron, coal, gypsum, shooks, hay, etc. The chief imports are wheat, flour and cornmeal, corn and other grain, salted meats, coffee, sugar, tea, molasses, tobacco, woollen, cotton and silk manufactures, fruits, etc. The value of imports into the Province has exceeded $10,500,000 in a single year—the exports aggregating two-thirds of that amount. The imports at the Port of St. John alone have aggregated between $8,000,000 and $9,000,000 in a single season, while the exports from the same port during the same time exceeded $4,000,000.

There are six railways in the Province, three of which —the Albert, the Intercolonial, and the New Brunswick roads—have been only recently completed, the last in 1877. The Intercolonial, in this Province, runs from St. John to Halifax, with branch to Shediac. The head offices are at Moncton. The St. John and Maine Railway (late European and North American) runs from St. John westward to the State of Maine, connecting at Fredericton Junction with the Fredericton Branch Railway, at McAdam with the New Brunswick and Canada Railway, and at Vanceboro' with the rail system of the United States. This road forms a connection with the St. Francis and Lake Megantic International Railway recently built from Sherbrooke, eastward. By this connection the all-rail route between Montreal and St. John has been reduced to 430 miles. (By the Intercolonial the distance is 761 miles.) The New Brunswick and Canada Railway proceeds from St. Andrew's to Woodstock, with branches to St. Stephen and Houlton, Maine. This line connects at Woodstock with the N. B. R'y. running from Fredericton, whence it is to be extended to Riviere du Loup. It also has a branch up the Aroostook into Maine. Two other roads are in progress—the Grand Southern skirting the Bay of Fundy from St. John to St. Stephen, and the Kent Northern connecting Richibucto with the Intercolonial.

The growth of the Province has been steady and large, In 1851, the population was 193,800; in 1871, 285,777, an increase of nearly fifty per cent.; and now it is fairly estimated considerably over 300,000.

The school system of New Brunswick is non-sectarian and *free to all*. The Province annually grants about $170,000, and with a rate on property supports *free* normal, superior and common schools in abundance. There is also a University of New Brunswick and several colleges.

No Province in the Dominion has made more generous provision for the immigrant than New Brunswick. Under the land system of this Province, as established by the Act of 1872, Crown lands suitable for settlement and cultivation are set apart, and public roads made through the same.

These lands are granted to actual settlers in lots of one hundred acres. The terms of settlement are that a settler build a house, not less in dimensions than sixteen by twenty feet, and shall clear and cultivate not less than three acres within one year, and further clear and cultivate not less than ten acres in all within three years, and reside actually and continuously on such land for three years, necessary absence excepted.

By the Act of 1868, a grant of one hundred acres of land could be *purchased* for $20 cash, or $30 in three annual instalments, all to be expended in making roads through the settlement; but the new Act is in still better terms. Several hundred thousand acres were, however, applied for and settled under the old Act, and under the new one large tracts are settled by immigrants, chiefly English and Scotch.

The affairs of the Province are administered by a Lieutenant-Governor, aided by an Executive Council of nine members, a Legislative Council of eighteen members appointed for life, and a House of Assembly of forty-one representatives, elected every four years. The judicial department comprises a Supreme Court, with a chief and four puisne judges having law and equity jurisdiction; one of Marriage and Divorce, a Vice-Admiralty Court, and a County Court for each county in the Province.

New Brunswick was first settled by the French in 1639. It continued to form part of Nova Scotia until in 1784 the present limits of New Brunswick were divided from Nova Scotia and erected into a separate Province by a special constitutional charter. When the United States had gained their independence, a considerable number of exiled loyalists, about five thousand persons, emigrated in 1783 to New Brunswick, where they were supplied with land, provisions, tools and clothing by the British government. These loyalists may be looked upon as the founders of New Brunswick, and their descendants now form a considerable part of the population.

It is urged and believed that this Province is peculiarly congenial to English, Scotch and Scandinavian immigrants; the climate is no more severe in winter than theirs, and the soil is better. But more, the love of order and good government inherent in them makes, in consequence, the laws and political institutions of this country suit them better than those of a republic.

The Maritime Provinces afford a fine field to anglers. In no part of the world, excepting, perhaps, the Seigniory of Mingan, in the Province of Quebec, are there finer rivers for trout or salmon than those of New Brunswick.

On the whole, to the laboring man who loves a life of industry, of liberty, independence, and rough plenty; where the tax-gatherer's visits are, like angels', few and far between; where he can worship God as he pleases, and where the means are not wanting; where there is no established Church, but all thrive side by side on equal terms, and all respectably supported by willing contributions; where the schools are free alike to all; where to him the words "starvation and want" convey no dread, —this Province offers a most desirable home.

The chief cities and towns of New Brunswick are St. John, with Portland and Carleton as its suburbs, Fredericton, St. Stephen, St. Andrew's, Chatham, Woodstock, Sackville, Newcastle and Moncton.

ST. JOHN.

ST. JOHN, the commercial metropolis of the Province, and fourth largest city in the Dominion, is situated at the mouth of the noble River St. John, 500 miles from its source, parish and county of St. John. It occupies a very commanding position, and when approached from the Bay of Fundy presents an imposing appearance. The whole of the elevated portion of the city consists of solid rock, which for the purpose of forming tolerable streets has had to be cut down at an incredible expense.

St. John is the *entrepôt* of a wide extent of country, abounding in agricultural resources, minerals, and valuable timber. Its admirable situation at the mouth of one of the largest rivers in North America, with a harbor open all the year round, with regular steam communication with all the main ports of Nova Scotia and the northern portion of the United States, with first-class railways running from it in every direction, with extensive maritime and manufacturing interests, insures the certainty of its becoming a city of the greatest commercial importance.

In 1873 (by the official report published) the imports were $8,118,758, and the exports $4,107,550; and the government statistics for 1874 (the most prosperous in its commercial history) showed an unparalleled increase—the customs duties for that year exceeding those of 1873 by nearly 25 per cent.

The position of its harbor, and its entire freedom from obstruction by ice—the only harbor in America, north of Cape Hatteras, which *always* preserves this immunity—owing to the tide falls of the Bay of Fundy, which vary between twenty-one and twenty-five feet, gives it great advantages over all other ports in the Dominion, and tends largely to its commercial importance. Its facilities for ship-building are very extensive. A large trade is carried on in this important branch; also in its principal article of export—lumber. The latter includes the shipment of deals to England, pine timber to the United States, and shooks to the West Indies. Numerous mills and manufactories surround the harbor, which is almost at all times covered with shipping.

The entrance of the River St. John into the harbor, about 1½ miles above the city, is through a rocky gorge, 90 yards wide and 400 yards long, occasioning very remarkable falls. At low water, the waters of the river are about twelve feet higher than those of the harbor; at high water the waters of the harbor are five feet higher than those of the river; hence the phenomena of a fall outwards and inwards at every tide. Above the falls the tide seldom rises more than four feet. When the waters of the harbor and river are on a level, vessels can pass the falls, and this can be effected only during a period of fifteen or twenty minutes at each ebb and flow of the tide. At times of great freshets, occasioned by the sudden melting of the snow, the tides do not rise to the level of the river, and consequently it is not possible for vessels to ascend the fall. The depth of the fall is about 17 feet. Spanning the rocky gorge about 100 feet above low water, is a magnificent suspension bridge 640 feet in length, 182 feet shorter than the bridge at Niagara. A fine view of portions of the city and surrounding district is to be had from the bridge, as also of the rushing waters immediately beneath it, which at times present a splendid scene.

St. John has the largest and finest rolling and iron-mills—the Coldbrook Iron-works and Rolling-mills—in the Dominion, and manufactories of iron castings, steam-engines, machinery, edge-tools, nails, cotton and woollen goods, boots and shoes, leather, wooden ware, soap and candles, carriages, locomotives, agricultural implements, lumber, paper, sugar-boxes, etc. Its most important branch of industry, however, is ship-building.

The streets of St. John are wide and chiefly laid out at right angles. King and Prince William Streets are the principal thoroughfares. On the western side of the harbor is Carleton, a thickly settled district and part of the city; and joined to the city, but not incorporated thereto, is the populous suburb of Portland. The city is lighted with gas, and has an excellent fire brigade and unsurpassed water supply. There are six banks in the city: Bank of Montreal, Bank of New Brunswick, Bank of British North America, Maritime Bank, Bank of Nova Scotia, and a savings bank.

St. John boasts of numerous handsome public buildings, stores and private residences. Among the former may be noticed the churches, especially the Cathedral of the Immaculate Conception, banks, Dominion building,

court house, gaol, city hospital, marine hospital, lunatic asylum, and post office.

St. John, in point of registered shipping, stands first in rank of all cities in the Dominion of Canada, and fourth in rank of *all in the British Empire*, a fact worth boasting of, and which elicited much discussion when, a few years since, the figures were first compared and published by John Boyd, Esq., of St. John, in his since celebrated lecture, "They that go down to the sea."

On December 31st, 1873, the tonnage of St. John was 806 vessels, measuring 247,228 tons, and on December 31st, 1874, 808 vessels, measuring 263,410 tons. In the whole British Empire, the list stood thus (this being the latest date for which comparative statistics are at hand):

Liverpool	1,411,232	tons.
London	1,096,937	"
Glasgow	444,581	"
St. John	263,410	"

Ranking her the *fourth* port of the Empire, Sunderland being the only other place registering over 200,000 tons.

This tonnage represents a capital of more than $12,000,000, or about $200 for every inhabitant, great and small, in the city and county of St. John!

As an evidence of its lumber export trade, we may mention that one man alone (Alex. Gibson, of Nashwaak), in 1875, shipped to Great Britain and continental and African ports 136,000,000 feet of lumber, employing 212 vessels, of a capacity of 170,000 tons, while for the four seasons last past the totals foot up to over 430,000,000 of feet. His operations in the woods during the winter season employ over 1,200 horses and 3,000 men.

With respect to the *size* of the vessels composing this grand fleet, we may mention that St. John has eight times as many full-rigged ships as the port of Halifax, and more full-rigged ships, both in tonnage and number, than the whole Province of Nova Scotia. St. John has five times as many full-rigged ships as the port of Quebec, and four times as many as the whole Province of Quebec. St. John has three times as many barques as the port of Quebec, and nearly three times as many as the whole Province of Quebec. While St. John, therefore, stands far ahead of all other Canadian ports in point of tonnage, its superiority over them all becomes greater the more it is examined, for the bulk of the tonnage of St. John is of the large and expensive class of vessels engaged in foreign voyages; 90 ships, 127 barques and barquentines, 73 brigs and brigantines, and over 100 schooners, belong to this class, and there are no finer vessels afloat on the sea, built of wood, copper and iron, than the larger craft that hail from the port of St. John. In this respect, St. John is the first port in America, as it is the fourth in the whole British Empire. We have yet to learn the name of any other port on this continent that has as large a fleet of clipper ships and barques on the sea as St. John. This is certainly something for Canada to be proud of.

The railway system of New Brunswick centres here, and, looking at the many natural advantages which St. John possesses, especially its free open harbor at all seasons of the year, and its unsurpassed facilities for manufacturing purposes, it bids fair to become, since completion of the great Intercolonial Railway, which connects it with Nova Scotia and the Gulf of St. Lawrence, the chief seaport city in the Dominion.

The population of St. John, including Carleton and Portland, in 1871 (latest official census), was 41,325.

This is St. John previous to 20th June, 1877. On that day one of the most destructive conflagrations that has ever occurred visited this fair city, and swept away the great business centre, including all the public buildings and the most costly edifices. An area of 200 acres, or two-fifths of the entire city, was swept clear; 1,612 houses were destroyed, 13,000 people rendered homeless, and $27,000,000 worth of property consumed in the short space of nine hours. Since then, however, the city has been very rapidly rebuilt, its people exhibiting an amount of energy and enterprise under the sorest of trials, which has commended them to the admiration of the whole world; and with the unveiling of the country at large from the late universal commercial depression, St. John will undoubtedly assert her old-time supremacy.

FREDERICTON.

FREDERICTON, a small but beautiful city in the county of York, is the capital of the Province, and is pleasantly situated on a level plain, on the left bank of the River St. John, eighty-four miles from the Bay of Fundy. The city is well and regularly laid out; its streets are wide and airy, crossing each other at right angles. Queen is the chief business street, and on it are situated most of the public departments, law offices, banks, hotels, etc. At the east end were the Province buildings, where the Provincial Legislature held its sittings; the Supreme Court also met there. These having been recently burnt, new ones are about to be erected by the Provincial Legislature. At the west end stands the Government house, a fine stone structure, with no pretensions to architectural beauty, yet possessing ample accommodation as the residence of the Lieutenant-Governor. On the north side of Queen street are the court-house and city hall, two large brick buildings, and the barracks, a stone structure, capable of accommodating a regiment of infantry. On York street is situated the depot of the Fredericton Railway, and the skating rink, and on Westmoreland street is the Exhibition building, a handsome wooden structure, covering nearly an acre of ground. In rear of the city, on a hill, stands the University, a large, substantial, stone building. It is well endowed, has a good staff of professors, and as a seat of learning is in high standing in the Province. There are eight churches in the city—Episcopal, Roman Catholic, Church of Scotland, Presbyterian, Methodist, Baptist, and Free-Will Baptist. Christ Church Cathedral is a fine stone edifice, and a good specimen of church architecture. It was built after designs by the late Mr. Wills, and is an exact model of his last work, Christ Church Cathedral at Montreal. The see house of the Lord Bishop of Fredericton is situated almost opposite. The scenery around Fredericton is very pleasing; a fine view may be obtained from the University building of the river and adjacent country. The St. John River is navigable from St. John to this city for large steamers and other vessels, and during high water steamers can proceed to Woodstock, Tobique, and Grand Falls.

Fredericton is becoming a considerable port, over 10,000 tons of shipping now annually entering and clearing for foreign ports. It is almost certain that its shipping trade with foreign countries must continue to increase, as it is favorably situated for certain classes of vessels; but it needs better wharf accommodation, and some improvements in the bed of the St. John River above Oromocto, where the shoals are troublesome in summer.

Opposite the city is the pretty town of Gibson, the terminus of the New Brunswick Railway, now completed to Edmondton, and in contemplation to Rivière du Loup. Lower down is the River Nashwaak, a few miles up which is the extensive lumbering establishment of Alexander Gibson, one of the wealthiest and most enterprising merchants in the Dominion, and the "lumber king" of New Brunswick. Fredericton is the chief terminus of the Fredericton and the New Brunswick railways. The former connects with the St. John and Maine (formerly E. and N. A.) Railway at Fredericton Junction, and the latter is in course of construction to Rivière du Loup.

Population in 1871, 6,006; now, about 8,000.

St. STEPHEN.—A thriving town in the parish of the same name, county of Charlotte, pleasantly situated on the banks of the River St. Croix. It is a port of entry, and the south-western terminus of the St. Stephen branch of the New Brunswick and Canada Railway. A covered bridge connects St. Stephen with Calais, a beautiful town in the State of Maine, from whence it is supplied with gas. The prospects of the town are highly encouraging. Merchants here have stores also in Calais, where they do an extensive business. Heavy lumbering operations are carried on in both towns. There are five churches in St. Stephen, several schools, and a number of handsome residences.

Population in 1871, 6,515; 1880 (estimated), 8,000.

CHATHAM.—A beautiful town on the right bank of the Miramichi River, county of Northumberland. It is the largest and one of the most thriving towns on the north shore. Millions of feet of lumber and large quantities of fish, especially salmon, are annually exported from here. Chatham is a port of entry, is lit with gas, has a number of steam mills and foundries, and possesses several handsome buildings, a Roman Catholic cathedral, hospital and college, four churches, etc. Six miles above the town is Newcastle, the shire town of the county, and a principal station of the Intercolonial Railway. A branch railway has been built between the two towns. During the season of navigation the steamers of the Quebec and Gulf Ports Steamship Company call here weekly.

Population, 1871, 4,202; 1880 (estimated), 5,500.

ST. ANDREW'S.—A prettily situated town at the mouth of the St Croix River. It is the shire town of the county, is a port of entry, has a good harbor, and from the healthfulness of its situation and the beauty of its scenery, offers many attractions to the tourist and pleasure-seeker. The prospects of the town were at one time highly encouraging, the harbor being almost always covered with shipping, and a very large trade done; but of late years it has lost considerable by the withdrawal of the Reciprocity treaty and the energy of its rival St. Stephen. The continuation of the New Brunswick and Canada Railway, the first line built in the Province, and the head-offices of which are located here, to Rivère du Loup, would be of great benefit to this town, and make it one of the principal ports in the Maritime Provinces.

Population, 2,961.

WOODSTOCK.—An incorporated town in the parish of Woodstock, county of Carleton, pleasantly situated on the banks of the beautiful River St. John, in the centre of a fertile and thriving agricultural district. It is the shire town of the county, and the northern terminus of the Woodstock branch of the New Brunswick and Canada Railway.

It has now direct communication by two different lines of railway—one recently completed—with Fredericton and St. John. Considerable lumbering operations are yearly carried on in Woodstock, and an iron mine discovered a few years ago has been worked most successfully. Population, 1871, 3,963; 1880 (estimated), 5,000.

NEWCASTLE.—A prettily situated town on the left bank of the Miramichi River, thirty miles from the Gulf of St. Lawrence. It is the shire town of the county, and one of the most important places on the North shore. A large amount of ship-building, facilities for which are unsurpassed, is carried on here, and a very extensive trade done in lumber and fish. The Miramichi, which is navigable to this point for vessels of the largest class, and for miles further up for smaller craft, is noted for its rich fisheries. Large quantities of salmon, herring, bass, and mackerel are annually taken from its waters, and exported from here and Chatham. A good business is also done in oysters, and in preserved salmon and lobsters. Newcastle is one of the principal stations of the Intercolonial Railway; is a port of entry; is well lighted with gas; and during navigation the North Shore and Gulf Port steamers call here regularly.

Population, 1871, 3,584; 1880 (estimated), 4,500.

SACKVILLE.—A rising village in the parish of the same name, county of Westmoreland. It is pleasantly situated at the head of the Bay of Fundy, possesses a good harbor and excellent facilities for ship-building, a number of pretty buildings, eight churches, two hotels, a steam tannery, several mills, and a foundry turning out 3000 stoves per annum. The Mount Allison Wesleyan college and academies are situated here. These are under the control of a board of trustees and governors appointed by the Wesleyan Conference of eastern British America, but are conducted on entirely non-sectarian

principles. The male academy was founded by Mr. Charles F. Allison, of Sackville, who has also aided in the subsequently erected institutions by generous gifts and devises. Sackville will be the outlet of the proposed Baie Verte Canal.

Population, 1871, 3,766; 1880 (estimated), 5,200.

NOVA SCOTIA.

Nova Scotia (originally Acadia) lies between 43° 25′ and 47° N. latitude, and between 59° 40′ and 66° 25′ W. longitude. It consists of a long, narrow peninsula called Nova Scotia proper, and the Island of Cape Breton, which is separated from the mainland by the Strait of Canso. It is bounded N. by Northumberland Strait (which separates it from Prince Edward Island) and by the Gulf of St. Lawrence; N. E. S., and S. E. by the Atlantic Ocean; W. by the Bay of Fundy; and N. by New Brunswick, with which it is connected by an isthmus only eleven miles wide, separating the Bay of Fundy from Northumberland Strait. Greatest length from S. W. to N. E., 350 miles; greatest breadth, about 120 miles; area, 21,731 square miles; equal to 13,382,003 acres.

The country is beautifully variegated by ranges of lofty hills and broad valleys, both of which run longitudinally through the Province. Its Atlantic frontier, for five to ten miles inland, is composed chiefly of a poor soil, though rich in gold and other minerals. The Cobequid range of mountains, as they are called, run through the interior of the Province. The summits of a few of the conical mounts of this range ascend 1,100 feet, and are cultivable nearly to their tops. On each side of these mountains are two extensive ranges of rich arable lands, where agricultural operations are carried on extensively and with profit. The traveller through these will see thriving villages, well-stocked farms, and all the evidences of plenty, as well as some charming instances of refined taste and culture.

The streams, too, with which the Province is beautifully watered, abound with brook trout, which is found in every lake and stream, and in some instances salmon too, of excellent quality.

The whole sea-coast abounds with fish of various descriptions, as well within the Bay of Fundy as the Gulf of St. Lawrence and Gut of Canso; the principal fisheries being those for cod, haddock, hake, pollock, mackerel, and herrings, and are extensively prosecuted by the inhabitants as well for home use as for exportation.

The climate of Nova Scotia is both healthful and agreeable, as the robust looks, stalwart frames, and large families of its inhabitants abundantly testify. Its fitness for agriculture may be judged of by its staple products, which are precisely those of the British Isles, with the addition of Indian corn.

No country in the world produces better crops of potatoes, turnips, and mangel wurzel, and large quantities of the former as well as beef and other products are annually exported to the United States.

Apples, pears, plums, cherries, and other garden fruits attain the utmost perfection. In some sections of the country peaches and grapes ripen in the open air. The apple orchards of Annapolis and King's counties are very productive, and extend along the roadsides in an unbroken line for fifty miles.

The climate varies considerably in the different counties. The western counties average from six to eight degrees warmer than the eastern. In Annapolis county, for instance, the mercury in the coldest winters rarely falls below zero. The coldest season is from the last week in December until the first week in March. The springs are tedious, the summer heats being for a brief season excessive; vegetation is singularly rapid, and the autumn is delightful.

Fogs are frequent in summer on the shores of the Bay of Fundy, but extend a short distance only into the interior, and where the air in summer is much warmer than on the coast.

Fever and ague, those curses of some of the South-western States, are unknown, and there is no peculiar disease, epidemic or otherwise, that can claim Nova Scotia as its home.

The south-eastern coast of Nova Scotia is remarkable for the number of its capacious harbors, there being no fewer than twelve ports capable of receiving ships of the line, and fourteen of sufficient depth for merchantmen between Halifax and Cape Canso, a distance of not more than 110 miles. There are also some excellent harbors on the south-west coast and on the north side of the Province. The island of Cape Breton is second only to Nova Scotia proper in the number and capacity of its harbors. The Big Bras d'Or is one grand harbor, while around the coast and in the Strait of Canso there are many fine harbors.

Nova Scotia is beautifully diversified with rivers and lakes, covering an area estimated at 3,000 square miles.

The lakes of Cape Breton are much larger and more important. The principal of these, however, are inland seas, rather than lakes. The Great Bras d'Or Lake is a magnificent expanse of water, of great depth, about fifty miles in length, and abounding with the best quality of fish. Of the rivers of Nova Scotia, fifteen flow into Northumberland Strait, four into St. George's Bay, seventeen into the Atlantic, and twenty-four into the Bay of Fundy. The most important are the Shubenacadie, the Avon, and the Annapolis, flowing into the Bay of Fundy; the St. Mary's, Musquodoboit, La Have, and Liverpool, flowing into the Atlantic. All the rivers are, with few exceptions, navigable for coasting vessels for distances varying from two to twenty miles.

The Province of Nova Scotia is rich in geological resources, all the rocks from the crystalline granites up to the new sandstone series being here met with. In the isthmus connecting the peninsula with New Brunswick, the underlying rocks consist of grey, red, and buff-colored sandstones of the coal-measures, containing innumerable seams of good bituminous coal, many of which are of sufficient magnitude to be profitably worked. Lofty cliffs abutting on the sea-coast at the South Joggins, present the most beautiful sectional profiles of the coal-bearing strata, with curious fossils, both of vegetable and animal origin. Coal is elsewhere found, more abundantly in Pictou County and on the island of Cape Breton. New and valuable mines have also been recently opened at Spring Hill, and a railway built to connect the mines with the Intercolonial Railway, and with Parrsboro.

The gold yield of Nova Scotia, from the first working of the mines in 1860 to the close of 1872 was about £948,000 stg., and has steadily increased since that time.

The manufactures of Nova Scotia are yet but very limited; although with her immense advantages of coal and position, she must in time become the leading manufacturing Province of North America.

Coarse flannels, bed-linen, blankets, carpets and tweeds are manufactured. Tanning is carried on to some extent; and in the towns and villages, boots, shoes, saddlery, harness, household furniture, and agricultural implements are made in large quantities. In the neighborhood of Halifax, tobacco, printing and wrapping paper, machinery, nails, pails, fuse, gunpowder, carriages, and some other articles are manufactured.

The geographical position of Nova Scotia is highly favorable to commercial pursuits, and as the natural resources become more fully developed there is no doubt her commerce will very largely increase. The imports within the last decade have on some occasions exceeded, and in others very nearly approached $12,000,000; the exports averaging, during the same period, two-thirds of that sum. The largest portion of the exports were drawn from the fishing and mining interests. If we except Newfoundland, Nova Scotia may be said to possess the finest fisheries in the world. There is no port of its coast of 1000 miles, where a profitable fishery may not be pursued. Its bays and harbors, and inland lakes and rivers, teem with salmon, cod, halibut, haddock, mackerel, herring. shad, lobsters, etc. The value of fish caught last year amounted to $5,000,000; number of men employed in the fisheries, over 18,000.

Ship-building is very extensively engaged in in Nova Scotia. On the 1st of January, 1879, there were registered in the ports of Nova Scotia 3,000 vessels, with a tonnage of very nearly half a million of tons, being over two-fifths in number and tonnage of the total registry of the Dominion, and placing Nova Scotia at the head of all the Provinces in this respect.

There are 318 miles of railway in operation in the Province. The Intercolonial proceeds from Halifax to Amherst, 138 miles, and thence to St. John, N.B., and from Truro to Pictou, 52 miles, and Springhill branch, 4 miles. The Windsor and Annapolis proceeds from Windsor Junction to Annapolis, 116 miles. The extension of the latter road to Yarmouth is projected. Another line, to run from New Glasgow to Louisburg, is building. The Parrsboro road is also being constructed. Louisburg is one of the finest harbors in the island of Cape Breton. It is open all the year round, and admirably adapted as a winter port

The public affairs of the Province are administered by a Lieutenant-Governor, an Executive Council of nine members, a Legislative Council of twenty-one members, appointed for life, and a Legislative Assembly of thirty-eight members, elected every four years. The laws are dispensed by a Supreme Court, composed of a chief and nine assistant justices, a Court of Error, of Vice-Admiralty, and of Marriage and Divorce. In each county there is a Court of Probate, which has control of the property of deceased persons.

Education is free to the children of all classes in Nova Scotia. There are numerous public schools and academies, besides a normal and model school, several convents and six colleges—namely: Dalhousie College and University, St. Mary's College (R. C.), and the Presbyterian College, Halifax; Acadia College (Baptist), Wolfville; St. Francis College (R. C.), Antigonish; and King's College and University, Windsor. The latter, belonging to the Church of England, was founded in 1787.

There are two Roman Catholic dioceses in the Province—the Archdiocese of Halifax and the Diocese of Arichat; and one Church of England—Nova Scotia and Prince Edward Island.

Nova Scotia contains all the elements of wealth and future greatness, and is the nearest Prouince of the Dominion to the motherland; in other respects she also comes nearer than any of the other Provinces: in soil, in climate, and mineral productions; in her situation, nearly surrounded by water; in her laws and institutions; and in the character, energy, and impulses of the people. She is also one of the oldest of the colonies; her population is dense. As such she offers excellent opportunities to immigrants of a class that have a limited capital to employ in agriculture, and who would prefer farming lands of their own in preference to those of other people, and paying as much in rent in a single year as would buy the fee simple of an estate there. For this class of people Nova Scotia offers better opportunities than any of the western countries.

The chief cities and towns are Halifax, Yarmouth, Sydney, C. B.; Pictou, Windsor, New Glasgow, Truro.

HALIFAX.

Halifax, the chief commercial city and political capital of Nova Scotia, was founded in the year 1749, by the Lords of Trade, and was named in compliment to George Montague, Earl of Halifax, then at the head of the Board. The scheme for the establishment of the town is said to have originated with the people of Massachusetts, who used as an argument for the formation of the settlement, the growing encroachments of the French upon the territory of Acadia. A plan submitted to the government in 1748 being warmly supported by Lord Halifax, received the royal assent, and the sum of £40,000 sterling being voted by Parliament in furtherance of the under-

of the Don River, and extending crescent-like for a distance of over six miles into and along the lake, is a beautiful sheet of water nearly two miles wide along the whole city front. The entrance was formerly at the south-western quarter, but the action of wind and wave has formed a second "gap" to the south-east, and the former peninsula is now an island. The harbor, however, is the best on the lakes.

Six lines of railways run through the city—the Grand Trunk, Great Western, Northern and North-Western, Toronto and Nipissing, Toronto Grey and Bruce, and Credit Valley.

The city generally is built of a light-colored brick, of a soft, pleasing tint.

The public buildings of the city are substantial in workmanship, and some of them beautiful in architectural design. Many of the stores, especially the wholesale stores, and private dwellings, are quite palatial in their outward aspect and interior structure. It is the seat of Law and the headquarters of the Educational Department of Ontario. The principal buildings are Osgoode Hall, a fine classic structure, containing all the Superior Law Courts of the Province; the Parliament buildings, of plain exterior, but now being replaced by a structure more in keeping with the growing requirements of the Province; the Lieutenant-Governor's residence, a princely mansion; the Normal School buildings, of Italian design, containing offices and depositaries of the Council of Public Instruction; two model schools; one model grammar school and educational museum. There are several handsome common and grammar schools. In connection with higher education there is the University of Toronto, one of the finest buildings on the continent of America, and reckoned second to none on this side the Atlantic as a seat of learning. It is of Norman architecture in its principal features, with massive tower and richly sculptured doorway for its main entrance. It is beautifully situated at the western side of the Queen's Park, a noble public park for the recreation of the citizens, whose spacious avenues are ornamented with rows of stately trees. In the centre of the Park is a finely modelled and well executed bronze statue of Her Majesty Queen Victoria, by Marshall Wood, England, and a short distance from this there is a monument erected in honour of those Toronto Volunteers who sacrificed their lives in defence of their country during the first attempted invasion of Canada by the Fenian miscreants (1866). Trinity College is another educational institution in connection with the Episcopalian Church; and there is also Knox College, for the theological training of students in connection with the Canada Presbyterian Church. The Upper Canada College is an extensive range of buildings, and has a high repute as a grammar school and boarding school for boys. There are two schools of medicine in Toronto, each having an efficient staff of professors. There is also an ably conducted veterinary college.

Toronto possesses a large number of exceptionally fine Hotels, the Rossin, Queen's, Walker, Windsor and American being a credit to any city. The first-named is an immense structure, and, as a hotel, has no equal in the Dominion, with the single exception of the Windsor of Montreal.

The city also has the two finest opera houses in the Dominion, besides one theatre, and a number of magnificent music halls.

The public institutions are numerous, and many of the buildings appropriated for their purposes have striking features of architectural beauty. Amongst these may be enumerated the lunatic asylum; the Crystal Palace, for holding the provincial agricultural exhibitions; the Boys' Home; the Girls' Home; the House of Providence; the Protestant Orphans' Home; the custom-house; the Government School of Technology; the new post-office, a fine specimen of the Italian order of architecture.

The manufacturing interests of Toronto are varied. There are several extensive iron foundries and engineering establishments, railway car-building shops, rolling mills, several breweries and a mammoth distillery, carriage factories, tanneries, soap-works, cabinet factories, one of which is the largest in the Dominion, car-wheel works, machine-shops of all kinds, pork-packing houses, sewing-machine, sash and door, and boot and shoe factories on a large scale. Its wholesale trade is very extensive and rapidly increasing.

Some twenty chartered banks have agencies in the city, nearly one-half of which have also their head offices here, besides a very large number of mortgage, loan and insurance companies, and private brokers who do a general banking business. Of over a half hundred churches, the seven finest are the St. James' (Episcopal) and St. Michael's (R. C.) Cathedrals, the Metropolitan (Meth.), St. Andrew's (Pres.), Jarvis Street (Baptist), Bond Street (Cong'l), and Gerrard Street (Pres.) Churches—all magnificent structures. The spire of St. James' is the highest on the American continent, and its tower clock is the finest in the world, with the single exception of the Strasbourg cathedral clock.

The assessed value of real estate—about $38,000,000 in 1874—had increased by 1880 to $52,533,270.

OTTAWA.

OTTAWA, the capital of the Dominion of Canada, is beautifully situated on the right bank of the Ottawa River, at the outlet of the Rideau, and on the Canada Central, Q., M., O. and Occidental, and St. Lawrence and Ottawa railways. It is one of the most flourishing cities in Ontario, being the *entrepôt* of the great lumber trade of the Ottawa River and its tributaries. It is divided into Upper and Lower Town by the Rideau Canal, which connects it with Kingston. The locks here are eight in number, and are very massive.

The town was founded in 1827 by Colonel By, R.E. It was incorporated a city, and its name changed to Ottawa in 1854, and selected by Queen Victoria as the capital of Canada in 1858. Its population in 1871 was 21,545, and is now, with suburbs, about 35,000.

The chief attraction in Ottawa is the government buildings, which occupy an elevated piece of ground, about twenty-five acres in extent and 150 feet above the river, known by the name of "Barrack Hill." The view from this natural terrace is superb. The great river with its moving rafts, steamers, barges, and canoes rolls swiftly on through splendid hill-ranges towards the south. In the distance the fine suspension-bridge which spans the majestic river just above the Chaudière Falls attracts the eye, even though it be tempted to rest upon the wild beauty of the cascade sweeping by craggy rocks between abrupt islands, and plunging into the basin below, where part of its waters disappear in a mysterious way. Far beyond the cascade glitters the broad river swiftly rushing down the rapids Des Chênes; and in the remote background rise towering hills and mountains, often brilliant with purple and gold when the sun dips from view and gilds their lovely summits with his parting beams.

The government buildings, the corner-stone of which was laid by H. R. H. the Prince of Wales in September, 1860, are constructed of a light-coloured sandstone found in the township of Nepean, in the valley of the Ottawa. The walls and arches are relieved with cut-stone dressings of Devonian sandstone from Ohio, and with red sandstone from Potsdam, N. Y. The roofs are covered with purple and green slates, and the pinnacles ornamented with wrought-iron castings. The style of architecture is the Italian Gothic, and the south front of the quadrangle is formed by the Parliament building, 500 feet in length. The two departmental buildings are 375 feet long. The rear is open, and will be railed off with a suitable ornamental screen. The committee-rooms occupy the front of the building. The library, a beautiful detached circular building, with a dome 90 feet high, is in the rear of the central tower, 250 feet high. The two legislative halls are on each side of the library, but in the main building. The dimensions of these halls are the same as those of the House of Lords, namely, 80 feet by 45; they are situated on the ground-floor and lighted from above. The library is constructed after the plan of the new library of the British Museum, and will hold 300,000 volumes. The two departmental buildings contain over 300 rooms, and are intended to accommodate all the departments of the government of the Dominion, and are so constructed as to be capable of extension at any future time without injuring the general architectural effect. The buildings cover nearly four acres, and cost over $4,000,000.

Ottawa contains seventeen churches and many charitable and educational institutions, large mills and manufactories, and seven banks. The Governor-General's residence is "Rideau Hall," a handsome stone structure, with thirty-five acres of well laid-out grounds, and beautiful avenues of shade-trees. It is situated in the suburb of New Edinburgh, connected with Ottawa by a street railway. Hull, also connected with Ottawa by bridges, but situated on the other side of the river, in the Province of Quebec, is a thriving town full of mills and manufactories.

HAMILTON.

HAMILTON, one of the most rapidly growing and enterprising cities of the Dominion, is beautifully situated on the south-western curve of Burlington Bay, at the western extremity of Lake Ontario. It occupies a delightful position on a plateau of slightly elevated ground, winding around the base of a mountain, and has superior facilities for becoming a large manufacturing city, being accessible from all points by railway and lake navigation, and being situated in the very centre of the finest grain-producing country in the Dominion. The Great Western Railway and its branches, passing through the most fertile and populous portions of Ontario, has done much to advance the prosperity of Hamilton. Here are located the chief offices, workshops, rolling-mills, grain elevators, etc., connected with the company, in which hundreds of men find employment. The Great Western forms part of the great central route running from the Atlantic to the Pacific, comprising the Hudson River, Boston and Albany, New York Central, Great Western of Canada, and Michigan Central railroads, passing daily through Hamilton, and connecting at every important point with all other railway and steam navigation. The Wellington, Grey and Bruce Railway to Lake Huron and Georgian Bay, and Hamilton and Lake Erie, lately amalgamated with the Hamilton and North-western Railway (projected to connect with the Northern Pacific), further tend to increase the mercantile and manufacturing establishments in the city, and add still more to its general prosperity. In addition to the extensive works of the Great Western Railway, Hamilton boasts of other large manufactories which will bear favourable comparison with any in the Dominion.

There are several large sewing-machine manufactories here, the largest of which, the "Wanzer," has a world-wide reputation, and does an enormous business. Its wholesale houses rank with those of Montreal and Toronto, and its merchants are noted for their enterprise and liberality. It is the head-office of the Bank of Hamilton, and several banks have branches here, and these buildings, as well as the public buildings, churches, and many of the stores, are handsome and costly structures. The city is well lighted with gas, has an excellent system of drainage, and possesses magnificent water-works, the supply to the reservoir of which is brought from Lake Ontario, a distance of nine miles.

Five miles from Hamilton, connected by rail, and by the Desjardins Canal, is Dundas, a thriving manufacturing place, having the advantage of a stream which rushes with great impetuosity through its centre, working on its way numerous mills. The well-known machinery and agricultural works of McKecknie & Bertram and Forsyth & Co. are situated here. Population of Hamilton, 42,000.

KINGSTON, at one time capital of Upper Canada, is pleasantly situated at the head of the Thousand Islands, River St. Lawrence, where Lake Ontario, the last link of the chain of the inland seas of the West, together with the Bay of Quinté and the great Cataraqui Creek, are united with the mighty channel which conveys and empties their waters into the Gulf of St. Lawrence.

It is, after Quebec and Halifax, the strongest fort in the Dominion of Canada. There is a fort on Messessaga Point, and all other accessible points are secured by batteries. There are extensive military works on Navy Point, and on Point Henry is a fortress which completely commands the harbour and town.

It has recently been selected for the site of the new military college of the Dominion.

Kingston possesses good wharves, and is in every respect well adapted for the large grain shipping trade carried on here. It has also the best facilities for building ships and steamboats. Locomotives, cars, steam-engines, agricultural implements, stoves of every description, pianos and melodeons are manufactured in Kingston. There are several large foundries, tanneries, breweries, etc.

Adjacent to the city is Portsmouth, a flourishing village, where the Penitentiary and Lunatic Asylum are located. Kingston possesses two colleges—Queen's and Regiopolis—and has several handsome public buildings, such as the court-house, custom-house, city hall, banks, post-office, hospital, and churches. The Grand Trunk Railway has an important station in rear of the town; freight trains run to the harbour. A railway has lately been constructed from Kingston to Pembroke, distant 120 miles. The Rideau Canal, connecting this port with the Ottawa River, has made it a place of considerable commercial importance. Population, about 16,000.

LONDON, the westernmost city in the Dominion of Canada, is beautifully situated on the River Thames, county of Middlesex. It is the chief seat of the county, and honestly boasts a more rapid and prosperous growth than any city in British North America. Forty years ago its present site was a wilderness; now it is a fine city, regularly laid out, having wide streets, well built upon with handsome buildings, and has the best of railway communication with all parts of Canada and the United States. By bestowing on its streets, bridges, and surroundings familiar names to former residents of the metropolis of the world—such as, among others, Pall Mall, Bond, Piccadilly, Oxford, Waterloo, and Clarence streets, Westminster and Blackfriars' bridges, etc.—it endeavours to cluster round it fond recollections of its great namesake. Its situation has justly earned for it the title of the "Forest City." It is surrounded by a rich agricultural district, which furnishes it with a large trade in wheat and other produce. In the city are a number of manufactories, mills, machine-shops, foundries, and breweries, while immediately outside its limits are very extensive petroleum refineries. These all give employment to a large body of men, and add greatly to the wealth and importance of the city.

London contains seven branch banks, a number of fine hotels, a host of stores, an exhibition building, a lunatic asylum, orphan asylum, hospital, nine schools, a convent, four colleges, and nineteen churches (including Church of England and Roman Catholic cathedrals). St. Paul's Church (Church of England) is one of the few in Canada possessing a peal of bells.

On an eminence in the northern part of the city, surrounded by extensive grounds, is Huron College, established in 1863, Hellmuth College, established 1865, and Hellmuth Ladies' College, established 1869. These are all fine brick structures, and have at their head the Lord Bishop of Huron. The best professors are attached to each, and the highest branches of education are taught. To the energy and zeal of the Bishop, Dr. Hellmuth, is this section of the Dominion due for the successful establishment of the two excellent institutions bearing his name. Four railway companies run their lines through the city, the Grand Trunk, Great Western, the London and Port Stanley, and recently the London, Huron and Bruce, now a very important line. The depot of the Great Western is a large fine brick building. This company have also extensive workshops here.

During the summer months large numbers of invalids and health-seekers visit London to enjoy the benefit of its white sulphur springs (famed for their medicinal qualities).

Population in 1852, 6,034; 1861, 11,555; 1871, 15,826; and at present, including suburbs, about 30,000.

ST. CATHARINES is celebrated for its mineral springs, and for its excellent hotels. For this reason it is called the Saratoga of British America. The value of the waters as a remedial agent was first brought to the notice of the public by Col. Stephenson, who likewise erected the Stephenson House, a delightful hotel, large enough to accommodate 400 visitors. The spring first discovered, the water of which is used both externally and internally, supplies, on an average, 130,000 gallons per day. Of this amount a large quantity, partially evaporated, is sent throughout the country in its concentrated form, and although saline in its nature is, nevertheless, unfit for the manufacture of salt. A second boring in this vicinity has resulted in the discovery of another well, the properties of which are similar to those of the one first discovered.

The Welland House and these two others are equal to any in the Province, and are fitted up with a chaste elegance adapted to the taste of the most fastidious. The Great Western and the Welland railways have stations here. Manufacturing of machinery and agricultural implements is carried on to a large extent, and it contains seven churches, four banks, several assurance and insurance companies, a commercial college, collegiate institute, convent, general hospital, and five or six large flouring mills. St. Catharines is incorporated as a city, and its present population approaches 15,000.

GUELPH is the capital of the county of Wellington, on the River Speed, and on the G. T. and W. G. & B. railways, 48½ miles W. of Toronto. The town is built on a number of hills, which give it a picturesque appearance. It contains, besides the county buildings, churches of seven denominations, four branch banks, several assurance and insurance agencies, a library and reading room, several newspaper offices, two telegraph offices, several hotels, and about a hundred stores. The Speed here falls about thirty feet, furnishing abundant water-power to about three or four large flouring mills, two saw mills, two planing mills, and two woollen factories. The town has also manufactories of iron castings, machinery of every description, several large breweries, three sewing-machine and two melodeon establishments.

This town is the centre of a rich agricultural district. It has a large retail country trade, and exports considerable quantities of wheat and flour. No place in Canada presents more excellent manufacturing facilities. Here are several beds of whitish, sub-crystalline, dark brown and black dolomite, which is an excellent building stone. Valuable quarries are worked near the town. Some of the beds are burned for lime. Here is the northern terminus of the Galt and Guelph branch of the Great Western Railway, and the southern terminus of the Wellington, Grey, and Bruce. This is also one of the chief stations of the Grand Trunk Railway.

Guelph may be taken as a shining example of a prosperous and rapidly-growing Canadian town. Its population in 1851 was only 1800; in 1861, 5070; in 1871, 6878; incorporated as a city in 1879, with a population at that time of 10,000.

BRANTFORD.—An incorporated city in the township of Brantford, county of Brant, admirably situated on a high ridge skirting the north bank of Grand River. It is the chief town of the county, and derives its name from Brant, the celebrated Indian chief. It is an important station on the Buffalo and Goderich branch of the G. T. R. A branch of the G. W. R. connects the town with the main line at Harrisburg, and with the "Air Line" at Tilsonburg, forming a direct through line from St. Thomas to Toronto. Brantford has agencies of the Bank of Montreal, Bank of British North America, Canadian Bank of Commerce, and several assurance and insurance companies, and contains churches of ten denominations, about eighty stores, a handsome stone court-house, a widows' and orphans' home, and other public buildings. The buildings erected by the Grand Trunk are on a very extensive scale, occupying eleven acres. They consist of a repair-shop, engine-house, and round-house, built of white brick. Among the manufactures of the town may be mentioned brass and iron castings, tin and japanned ware, sashes and blinds, engines and mill machinery, agricultural implements, and stoneware produced nowhere else in the Province. In the Brantford engine works about 125 men are employed in the manufacturing of engines and mill machinery. The Victoria foundry employs over 100 men. The stoves, farming implements, etc., turned out of this establishment are in great favour in Ontario. Population, nearly 12,000.

BELLEVILLE, an incorporated city at the mouth of the River Moira, on the Bay of Quinté, the southern terminus of the Grand Junction and North Hastings Railways, and one of the chief depôts on the whole line of the Grand Trunk, is the seat of Albert University, and a very important lumber, milling, manufacturing, railway and commercial centre, with a population exceeding 12,000.

Stratford and Peterboro' each contain over 10,000; and Brockville, Chatham, St. Thomas and Windsor each between 8,000 and 10,000; while among the towns containing between 4,000 and 8,000 inhabitants are Barrie, Berlin, Bowmanville, Cobourg, Collingwood, Cornwall, Galt, Goderich, Ingersoll, Lindsay, Napanee, Oshawa, Owen Sound, Paris, Petrolea, Port Hope, Sarnia, St. Marys, Whitby and Woodstock.

QUEBEC.

THE *Province of Quebec* covers that vast extent of territory which extends from the Gulf of St. Lawrence to the point where the 45th parallel of N. latitude strikes the course of the gigantic river of the same name, occupying both sides of its valley for a distance of 950 miles; is bounded on the south by the Baie des Chaleurs, the Province of New Brunswick, and the United States, and on the north by an undetermined line, embracing within its limits the extensive watersheds of a number of rivers, amongst which the most remarkable are the Saguenay, the St. Maurice, and the Ottawa—the latter being the dividing line between this Province and the Province of Ontario along the greatest part of its course. The area of the Province of Quebec may be set down at about 129,000,000 acres of land of all descriptions

The Province of Quebec had in 1871 a population of 1,191,576 inhabitants; at present estimated at about 1,300,000, the great majority of whom cultivate the soil. The magnificent fishing grounds of the Gulf and River St. Lawrence engage the labour of a great portion of the inhabitants of the lower part of the Province; while the immense forests of the interior, and the mines distributed from one end of the country to the other, afford a constantly enlarging field for human skill, labour, and capital.

The historical city of Quebec, containing over 60,000 inhabitants, is the seat of the Provincial Government, and the most important port of export of the Dominion; while Montreal, with a population now estimated at 200,000, is the commercial metropolis, and the principal port of entry of British North America.

The Province of Quebec is chiefly peopled by the descendants of the early French colonists, who are for the most part settled in the fertile valley of the St. Lawrence; but in the Eastern Townships, and in the towns and cities, there is a large English-speaking population. The French still preserve with rare fidelity the language, customs, laws, and religion of their former mother-country; thrifty, clean and frugal, light-hearted and cheerful, there is not a more happy or contented population on the face of the earth.

The people of the Eastern Townships are industrious and enterprising. Many of them are descendants of the United Empire loyalists, and numbers are from New England, who have crossed over the line. Some of the neatest homesteads and finest farms in Canada are to be found in these townships; and perhaps the best stock on the American continent is bred and raised there.

The soil in many parts of Quebec is exceedingly fertile, and capable of high cultivation; the cereals, hay, root crops, and fruits grow in abundance and perfection.

The winters are cold, and the summers somewhat similar to those of France. But very exaggerated ideas prevail abroad as to the severity of the winters in this Province. The atmosphere is generally dry and exhilarating, and the cold, therefore, is not felt to be unpleasant. The snow serves a double purpose of a warm covering for the ground and making winter roads over which heavy loads can be drawn in sleighs with the greatest facility. In the newer parts of the country, before the regular summer roads are made, the winter is almost the only time when heavy teaming can be done.

Ploughing generally commences in April. The only disadvantage the farmer has, is in the shortening of his season in which to do his work; he has none in respect to the ripening of his crops.

The climate of this Province is altogether one of the healthiest under the sun, as well as one of the most pleasant to live in. Fever and ague, those scourges of the South-western States, are unknown here, every climatic influence being healthy and pure.

The great river St. Lawrence flows through the Province. Just above Montreal it receives from the north-west the Ottawa, a river 800 miles long, and in no degree inferior to it in interest. Below Montreal it receives, on the right, the Richelieu River, having its source in Lake Champlain; the St. Francis, rising in Lake Memphremagog; and the Chaudière, the outlet of Lake Megantic; and, on the left, the St. Maurice, the Batiscan, and the Saguenay Rivers, from 200 to 400 miles in length. The latter is the outlet of the large and beautiful Lake St. John.

The Province of Quebec is richly endowed with mines of gold, copper, iron, and other ores. Gold is found chiefly on the banks of the Chaudière. Copper is found in large quantities in the Eastern Townships. Iron is found almost everywhere, and is of superior quality. Lead, silver, zinc, platinum, etc., also occur in various sections. At the present time there are over 6,000,000 acres of Crown lands surveyed and ready to be disposed of, and over 100,000,000 unsurveyed.

LANDS.

Lands purchased from the government are required to be paid for in the following manner: One-fifth of the purchase money is required to be paid the day of the sale, and the remainder in four equal yearly instalments bearing interest at six per cent. But the price at which the lands are sold is so low, that is, from 20 cts. to 60 cts. per acre (10*d.* to 2*s.* 5½*d.* sterling), that these conditions are very little burdensome. In fact, it is equivalent to the same thing as giving them away in the wilderness form, for the price at which they are sold barely covers the cost of making the survey and opening roads.

The purchaser is required to take possession of the land sold within six months from the date of sale, and to reside on or occupy the same at least two years, and to clear and have under crop within four years ten acres for every hundred held by him, and erect a habitable house of the dimensions of at least sixteen feet by twenty feet. The letters patent are issued free of charge.

On eight of the great colonization roads 84,050 acres are set apart for free grants, and in lots of 100 acres each. Any person over eighteen years may demand a permit of occupation from any Crown lands agent, and if at the end of four years he has cleared twelve acres and built a house, he may take out letters patent free of charge.

The parts of the Province of Quebec now inviting colonization are the valleys of the Saguenay, St. Maurice, and the Ottawa; the Eastern Townships; the Lower St. Lawrence; and Gaspé.

The settlement in the valley of the Saguenay is much higher in latitude than Quebec, lying between the 48th and 49th parallels; but the climate is about the same as that of Quebec, and around Lake St. John it is said to be even more moderate. There are about 610,000 acres in this district surveyed and divided into farm lots for sale to settlers at 20 cts. (10*d* stg.) per acre. The soil in this locality is very rich, being argillaceous, mingled with a small quantity of sand. The ordinary crops ripen very well, and a road is being completed across the country to make direct communication with the city of Quebec.

The territory watered by the St. Maurice and its tributaries covers an immense region of 24,140 square miles. There are at present surveyed and divided into farm lots 180,000 acres, for sale at 30 cts. per acre (1*s.* 2¾*d*, stg.)

The recent exploration in the valley of the Matawan, a tributary of the Upper St. Maurice, draining a larger tract of land about seventy-five miles beyond the Laurentian chain, has revealed the existence of an extensive tract of fertile land which is now attracting the attention of colonists.

Two parallel roads, the first starting from the town of Joliette, the second from Terrebonne—a distance of thirty-six miles apart—have already been opened as far as the Matawan. Settlement is taking place on them.

In the Ottawa valley the number of acres surveyed and divided into farm lots is 1,035,931, offered for sale at 30 cts. per acre (1*s.* 2¾*d.* stg.) The colonization of these lands is going on very rapidly, and new townships are being opened. The valley of the Ottawa is the principal seat of the lumber operations of the Province.

Many of the tributaries of the Ottawa contain large quantities of fish. Trout are caught in large numbers in some of these back waters, and packed in snow for transport to Southern markets, where they bring a high price.

In the Eastern Townships the government owns 453,935 acres of wild lands, which it offers at from 40 cts. to 60 cts. (1*s.* 9*d.* to 2*s.* 5½*d.* stg.) per acre. Settlement in the Eastern Townships is proceeding very rapidly. They are among the most inviting portions of the Province for settlers. The climate is somewhat milder than at Quebec or Montreal. The townships in their general features are hilly, well watered with rivers, brooks and lakes, affording considerable hydraulic power. The soil is rich, and the farmers, generally speaking, prosperous. They have good facilities of communication and good markets.

Below Quebec, on the south shore of the St. Lawrence, there are large tracts of land favourable for settlement. The government have 1,706,000 acres, divided into farm lots, for sale at 30 cts. (1*s.* 2¾*d.* stg.) per acre. An important colonization road has been opened through the centre of this tract, called the Taché road, of 209 miles in length. This is intersected with cross roads connecting with the settlements on the shore of the river.

The survey of the Intercolonial Railway has led to the opening up of a new township in Metapediac valley, the soil of which is reported very good. Colonization will doubtless soon follow the railway.

To the east of the Metapediac road is the immense district of Gaspé, forming an area of 8613 miles of superficies, bounded by the St. Lawrence and the Bay of Chaleurs. It is in great part rocky and unfit for cultivation; but there are many portions which are extremely fertile, and its fishing grounds are said to be the most advantageous in the Dominion. Both sea-weeds and fish are used for manure by the farmer. The government offers for sale 741,000 acres of land in Gaspé at from 20 to 30 cents per acre (10*d.* to 1*s.* 2¾*d.* stg.)

The greater portion of the Province is covered by forests consisting chiefly of white and red pine. Large quantities of this timber are annually sent to England. The other kinds of timber are ash, birch, beech, elm, hickory, black-walnut, maple, cherry, butternut, fir, etc.

The lumber regions of Canada must, under judicious management, long remain a fruitful source of revenue to the Provinces of Quebec and Ontario. The augmenting and progressive demand in Great Britain and the United States, the West Indies, and South America, for rough and manufactured timber has given an enormous value within the last decade to timber limits; and, as a natural result, explorations have been pushed far into the interior, and regions long neglected have acquired a commercial value. Timber limits vary in size according to the standing of the lessees, many of the large lumbering establishments holding hundreds of square miles. The governments of Ontario and Quebec never relinquish their proprietary rights; they invariably retain the *fond* or proprietary right, merely leasing the usufruct. Formerly the leases were of short duration and at very moderate rates; but experience taught the Crown land departments that, under long leases, the limit-holders would have a direct pecuniary interest in protecting the forests from disastrous fires, and judiciously selecting their annual cuttings, so as to permit the growth of the young timber.

The following limits yet await purchasers:

	Miles.
St. Maurice territory, limits yet vacant	6,378
Gatineau " " "	1,190
Upper Ottawa " " "	9,433
Other sections of the Province, including Labrador and Gaspé	89,669
Total miles awaiting purchasers	106,670

Being equivalent to 68,259,794 acres of unsurveyed lands.

The timber limits of Gaspé only acquired a commercial value within the last few years; but now they are attracting attention, and beginning to bring in a revenue.

Under the existing system of granting licenses, the leases continue in force for twenty-one years, with the right of renewal at such bonus as the commissioners may stipulate when the lease expires. Thirty years since, two dollars per square mile was regarded as a high rate to pay for a timber limit, but the rates have advanced so rapidly, consequent on the United States' demand for lumber, that thirty and thirty-five dollars were freely paid in 1872 per square mile, for twelve hundred miles. The thirty dollars is a prime or bonus for a twenty-one years' lease, but there are annual charges attaching to each mile of limit worked, called ground rent and stumpage, amounting to some four dollars per square mile per annum.

GOVERNMENT.

The public affairs of the Province are administered by a Lieutenant-Governor, an Executive Council of seven members, a Legislative Council of twenty-four members, appointed for life, and a Legislative Assembly of sixty-five members. The judicial department comprises a Court of Queen's Bench, with a chief-justice and four assistants; a Superior Court, with chief-justice and twenty-six assistants; a Court of Vice-Admiralty; Courts of Quarter Sessions; and courts for the summary trial of small causes.

Public instruction is under the control and direction of the Provincial Secretary, who is also called the Minister of Public Instruction, and who is assisted by a council of twenty-one members, appointed by the Lieutenant-Governor, fourteen of whom are Roman Catholics and seven Protestants. Primary education is so far compulsory that every citizen is bound to contribute a moderate tax assessed on his property. In municipalities where there are different religious denominations the school commissioners of the majority govern. The schools of the minority are called dissentient schools whose trustees are invested with the same authority as the commissioners of schools of the majority. In the cities of Montreal and Quebec there are separate boards of commissioners for the Protestant and Roman Catholic schools. Teachers are trained in normal schools, supported at the expense of the Province. There are in the Province nearly 4,000 elementary schools, about 250 model schools, and over 150 agricultural, commercial and special schools, besides some 20 classical colleges and seminaries. The Protestant Universities are McGill, of Montreal, founded in 1827, and Bishop's College, Lennoxville, founded 1843. The Roman Catholic University of Laval was founded by the Quebec Seminary in 1852.

The prevailing religion is Roman Catholic, considerably over 1,000,000 of the inhabitants being of that religious persuasion.

There are about 1,750 miles of railway in operation in the Province, of which the North Shore line from Quebec City to Ottawa is owned and run by the Provincial Government. The extent of this road now in operation is 300 miles (with some short branches); and the Dominion Government own and operate the same extent of road within its limits—that portion of the Intercolonial from Point Levis to the New Brunswick frontier.

The Province of Quebec takes an active and liberal part in encouraging immigration. Agents are established abroad and at home, and at a late session of the legislature laws were passed for the encouragement of colonization railways, granting, on certain conditions, an annual subsidy to seven different companies incorporated for that purpose, and also an act for the encouragement and formation of colonization societies.

These societies may also act as immigration societies. Their objects are defined as follows:

1. To aid in promoting the establishment of settlers on Crown lands; to attract emigrants from other countries, and to restore to this Province such of its inhabitants as have emigrated.

2. To open, with the permission of the government, and to aid the government and municipalities in opening roads through wild lands of the Crown, or leading thereto.

3. To direct settlers or emigrants towards the localities which the commissioner of Crown lands shall, as hereinafter provided, have assigned to and reserved for them.

4. To provide settlers with seed-grain, provisions, and implements suitable for the clearing and cultivation of land.

5. To aid the department of agriculture and the department of Crown lands in the diffusion of knowledge and information calculated to extend colonization.

6. To promote colonization and assist settlers, by all means and proceedings which they shall deem desirable to adopt, in conformity with regulations to be provided by the Lieutenant-Governor in council.

The department of agriculture and colonization watches over the organization and working of these societies; and there is every reason to hope that a certain number of them will take an active part in promoting immigration.

The five principal cities of the Province are Montreal, Quebec, Three Rivers, Sherbrooke, and St. Hyacinthe. The principal manufactures are cloth, linen, furniture, leather, sawn lumber, flax, hardware, paper, chemicals, soap, boots and shoes, cotten and woollen goods, steam-engines and locomotives, wooden ware of all descriptions, agricultural implements, ships, etc. The facilities for manufacturing afforded by abundant water-power are excellent.

MONTREAL.

MONTREAL, the commercial capital of Canada, and the most populous city in British North America, is situated at the head of sea or outward navigation, and at the foot of the great chain of river, lake, and canal navigation which extends westward to Chicago and Fond du Lac, a distance of about 1400 miles, embracing an almost unequalled extent of inland water communication. It occupies one of the most commanding positions in America, and stands on a large, fertile, and beautiful island of the same name, thirty miles in length by ten miles of extreme breadth, formed by the confluence of the Ottawa and St. Lawrence Rivers, and on the north bank of the latter. Thus situated near the junction of two very important rivers, with a free communication seawards (though 90 miles above the influence of the tides, and 300 miles from salt water), Montreal possesses all the advantages of both an inland city and a seaport accessible to steamships and other vessels of over 4000 tons burden.

The quays are unsurpassed by those of any city in America; built of limestone, and uniting with the locks and cut-stone wharves of the Lachine Canal, they present, for several miles, a display of continuous masonry which has few parallels. A broad terrace, faced with grey limestone, the parapets of which are surmounted with a substantial iron railing, divides the city from the river throughout its whole extent.

From whichever side approached, Montreal and its vicinity (the wood-clad "Mont Royal" forming a magnificent background), with its numerous beautiful villas, orchards, and delightful drives, its grand and stately edifices, and many elegant public and other buildings of cut stone, adorned with glittering roofs and domes, tall spires and lofty towers, present to the view of the beholder a vast, picturesque, and grand panorama. The city is the chief seat of manufacturing operations in the Dominion, and it has many extensive and costly establishments, the productions of which will compare favorably with those of other countries.

There are 81 cathedrals, churches and synagogues; 9 fire stations, 25 banks, over 70 assurance, insurance and loan associations; 44 homes, dispensaries and asylums, for infants, aged, reformed criminals, abandoned females, deaf, dumb, etc., etc.; 2 general, 1 foundling, 1 lying-in and 1 women's hospital; 33 newspapers and periodicals—7 of which are daily; 13 building societies, and a very large number of literary, scientific and national societies. Education is represented by a very large number of common schools—the *Asile de la Providence* (with 8 infant schools under it), 3 commercial academies, 7 R. C. convents, academies and seminaries; McGill University, Bishop's College, and Victoria University, Medical Colleges (affiliated)—College of Physicians and Surgeons for Lower Canada, Pharmaceutical Association of Quebec, College of Pharmacy, Methodist and Presbyterian Theological Colleges, St. Mary's and Montreal R. C. Colleges, and the National Institute of Fine Arts, Sciences and Industries.

Montreal is the chief depôt of the G. T. Railway. The head offices and chief works are at Point St. Charles, a suburb in the western part of the city. The Victoria Bridge here spans the River St. Lawrence. The first stone of this great masterpiece of Stephenson was laid July 20th, 1854, and the first train crossed over it December 19th, 1859. It is 9184 lineal feet in length—twenty-four spans of 242 feet each, and one (the centre, sixty feet above the river) of 330 feet. The bridge cost nearly $7,000,000. Its construction gave the Grand Trunk Railway a continuous and unbroken line of communication from Rivière du Loup and Portland to Lake Huron and Detroit, and Montreal unrivalled facilities and advantages for commerce, whether foreign or domestic, making it the great central depot for the traffic of Canada and the Western States. The cars of the Grand Trunk Railway—the longest line owned by one company and under one management in the world, and the building of which has placed Canada in the proud and prosperous position she occupies to-day—run daily east and west, making close connections in Ontario with the Great Western, Brockville and Ottawa, St. Lawrence and Ottawa, Cobourg, Peterborough and Marmora, Midland, Northern, Toronto, Grey and Bruce, Toronto and Nipissing, Wellington, Grey and Bruce, and Whitby and Port Perry railroads, also with the Canada Air-Line and Southern; and in the Province of Quebec with the Vermont Central, Stanstead, Shefford and Chambly, South-eastern Counties Junction, and Massawippi Valley railways; and with the following lines, besides several others already completed, or in partial operation: Kennebec, North Shore, Canada Central, Richelieu, Drummond and Arthabaska counties, Gosford, St. Francis and Megantic International, and the great Intercolonial. The two latter roads give Montreal direct rail communication with St. John and Halifax, and largely increase its trade with the Maritime Provinces. The New Brunswick Railway, now extended from Woodstock to Edmonton, N. B., will also connect with the Grand Trunk at Riviere du Loup. In the Eastern States the Grand Trunk connects with several lines branching off from its principal stations, and at Portland with the Allan line of steamers in winter, and with steamers for St. John and Halifax the year round. The Vermont Central and Montreal and Province Line railways, and their connections, also afford direct communication with New York, Boston, and the principal cities in the United States. The Canada Central and North Shore railways (the former road is now being rapidly proceeded with) will prove of incalculable benefit to Montreal, by largely increasing its trade with the many prosperous sections of country through which they will pass, and causing the rapid extension of its limits eastward as well as westward.

There are several lines of European steamers running to Montreal during the season of navigation, the principal of which, the Allan line of splendid, powerful, fast screw steamers, performing regular mail service, ply weekly between Liverpool and Montreal in summer, and between Liverpool and Portland in winter. During season of navigation daily lines of steamers, propellers and other vessels, run between Montreal and Quebec, Ottawa, Prescott, Brockville, Kingston, Belleville, Rochester, Cobourg, Port Hope, Toronto, Hamilton, and many other lake and river ports, eastward as well as westward.

The city is well governed by a corporation composed of a mayor, nine aldermen, and eighteen councillors, has a fine police force, an efficient fire brigade, and the best fire-alarm telegraph system in the world. It is the principal port of entry in the Dominion, and is rapidly increasing in population and extending its city limits.

The commercial progress of Montreal is best shown by comparison. In 1863, 504 vessels arrived of 209,224 tons; in 1872, 872 vessels of 696,795 tons. In 1854 the imports were $18,729,612, and in 1874, $44,320,646, or nearly 250 % of an increase in twenty years.

The population in 1851 was 37,715; 1861, 90,323; 1871, 107,225; and now it is estimated at 175,000, with suburbs containing 25,000 more.

QUEBEC.

QUEBEC, the stronghold of military power in British North America, and capital of the Province, is situated on a rock-bound promontory formed by the confluence of the rivers St. Charles and St. Lawrence, 180 miles below the city of Montreal. It is very strongly fortified, completely commanding the navigation, and by military authorities is declared impregnable.

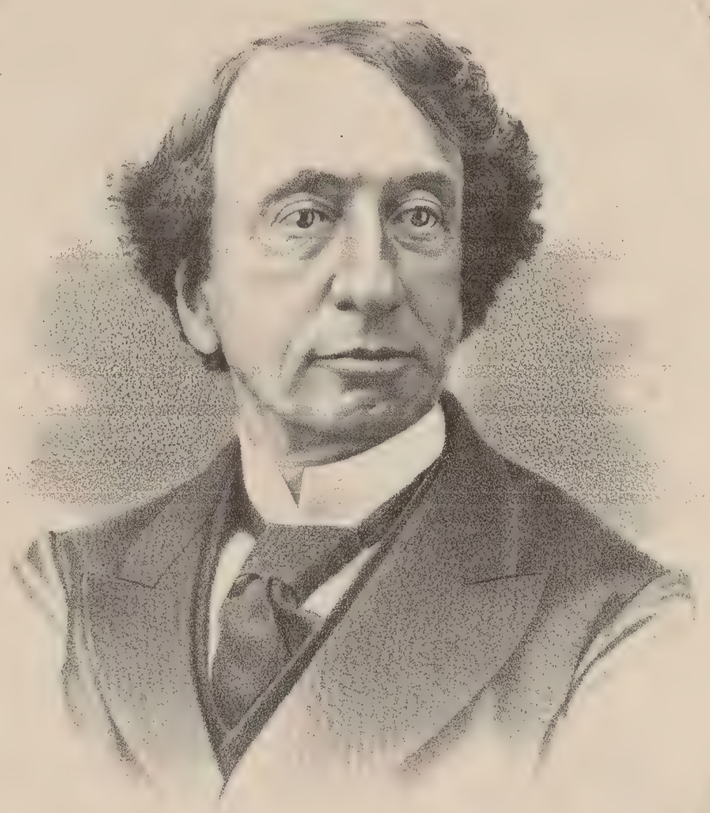
Quebec is divided into two parts, called Upper and Lower Towns. The Upper Town occupies the highest part of the promontory; it is surrounded with walls, and otherwise fortified. The ancient citadel, which crowns the summit of Cape Diamond, covers, with its numerous works, an area of forty acres, and from its position is probably the strongest fortress in America.

The chief ascents to the Upper Town are by a steep and narrow winding street and by a flight of steps.

The Lower Town, which is the seat of commerce, is built around the base of Cape Diamond, where, in many places, the rock has been cut away to make room for the houses. On the side of the St. Charles the water at flood tide formerly washed the very foot of the rock, but from time to time wharf after wharf has been projected towards low water mark, and foundations made sufficiently solid on which to build whole streets, where boats and even vessels of considerable burden once rode at anchor. The banks of both rivers are now lined with warehouses and wharves, the latter jutting about 200 feet into the stream, and along which the water is of sufficient depth to admit vessels of the largest size. The streets are generally irregular and narrow; in few instances are they well paved and lighted. The houses are principally of stone and brick, two or three stories high, the older ones with steep and quaint-looking roofs.

The city has several times suffered from disastrous fires, but the result has been the erection of more attractive buildings, and a consequent great improvement in the general appearance of the city.

In the Upper Town are several squares and public walks commanding views unrivalled for their varied and picturesque beauty. In one stands a substantial monument, erected to the joint memory of Generals Wolfe and Montcalm, the English and French commanders who fell at the taking of Quebec in 1759. It consists of an obelisk resting on a granite pedestal, the whole 65 feet high. A monument 40 feet in height marks the spot where General Wolfe fell on the Plains of Abraham; while on the St. Foy road stands an iron pillar surmounted by a bronze statue, presented by Prince Napoleon Bonaparte in 1855, intended to commemorate a fierce struggle which took place here in 1760 between the British and French troops. There are also other interesting objects throughout the city—the Roman Catholic Cathedral, with its many fine old paintings; the Episcopal, Presbyterian, and other churches; the Esplanade, Houses of Parliament, hospital, new gaol; "Spencer Wood," the residence of the Governor; Morrin College; the Laval University, erected at a cost of nearly



Rt HON. SIR JOHN A. MACDONALD K.C.B., K.G.C.I.



HON. SIR CHARLES TUPPER K.C.M.G. C.B.

PRINTED BY ROLPH, SMITH & Co TORONTO.



HER ROYAL HIGHNESS, THE PRINCESS LOUISE.



HIS EXCELLENCY, THE MARQUIS OF LORNE.



THE COUNTESS OF DUFFERIN.



THE EARL OF DUFFERIN.

THE WORLD
IN HEMISPHERES.

WITH VIEWS OF THE COMPARATIVE HEIGHTS OF THE
PRINCIPAL MOUNTAINS, TOWNS, &c.
AND THE LENGTHS OF THE
PRINCIPAL RIVERS,
OVER THE GLOBE.
BY H.R. LLOYD & CO. NEW YORK.

NOTE.

The height of Mountains &c, is indicated by a scale of English feet on the margin of the Map. The length of Rivers is stated in English miles under their names.

Waterfalls.
1. Niagara, 2. Missouri, 3. Evanson, 4. Gavarnie, 5. Staubbach, 6. Lulea, 7. Terni, 8 Bundelcund, 9 Source of Jumna, 10. Gangutri, 11. Gorsipa, 12. Cavery.

WESTERN HEMISPHERE

EASTERN HEMISPHERE

AMERICAN & EUROPEAN WATER FALLS

ASIATIC WATER FALLS

A M E R I C A N E U R O P E A N A F R I C A N A S I A T I C

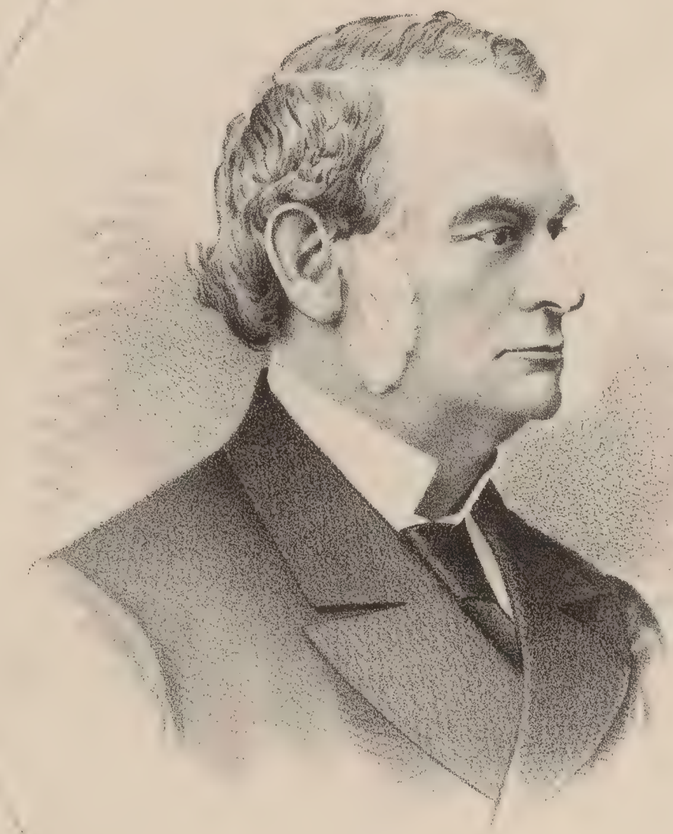


HON. ALEXANDER MACKENZIE



HON. EDWARD BLAKE

PRINTED BY ROLPH, SMITH & CO. TORONTO.



HON. SIR. SAM^R LEONARD TILLEY, C.B. K.C.M.G.



HON. SIR RICH^D J. CARTWRIGHT, K.C.M.G.

CHART OF THE WORLD

ON MERCATORS PROJECTION

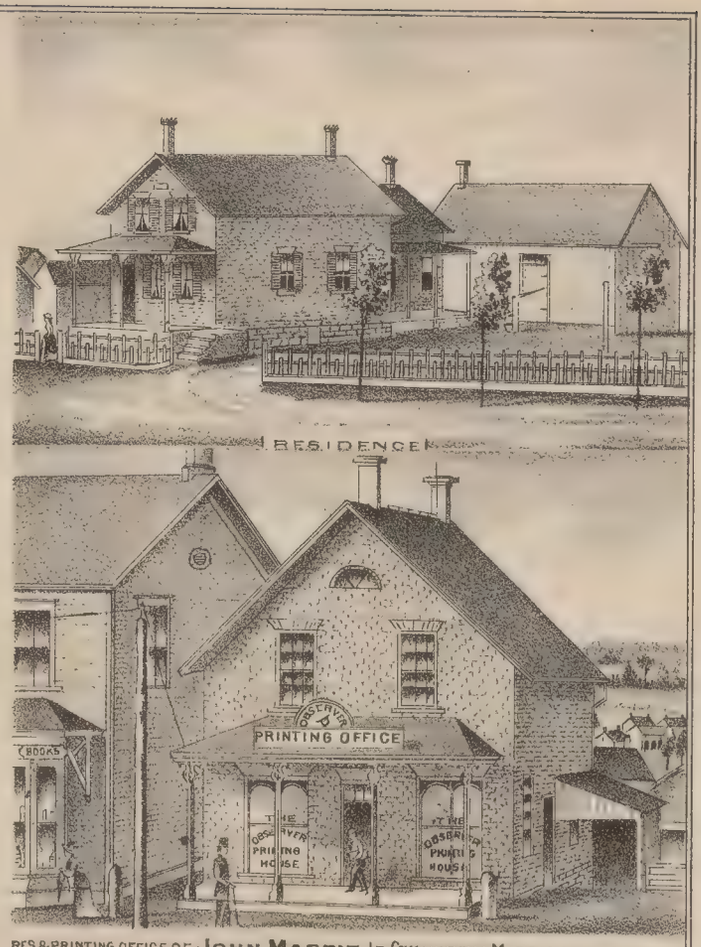
Note. The Portion of Asia is duplicated to show plainly the connection with the United States both East and West.

PALESTINE

SCALE OF MILES



RES. AND MILLS OF **G. K. NESBITT**, COWANSVILLE, MISSISQUOI CO, QUE.



RES. & PRINTING OFFICE OF **JOHN MASSIE** JR, COWANSVILLE, MISSISQUOI CO. P. Q.



RESIDENCE AND MILLS OF **JOHN STUART ESQ**, ROCKBURN, HUNTINGDON CO. P. O.

THE RESIDENCE OF **JULIUS SCRIVER ESQ. M. P.**, HEMMINGFORD, HUNTINGDON CO. P. Q.

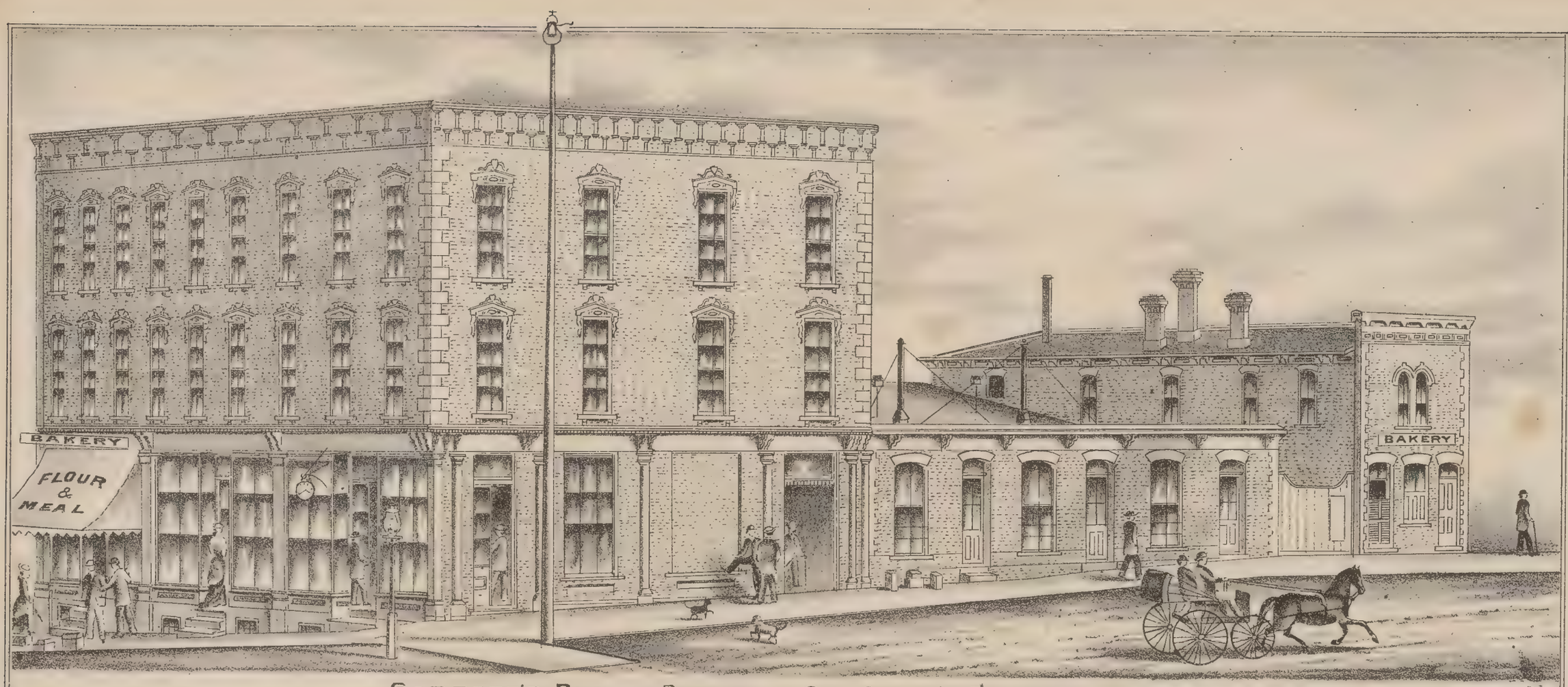


AMERICAN HOUSE , **G.T. BATCHELDER** PROPR., SWEETSBURG, MISSISQUOI COUNTY, P. QUE.

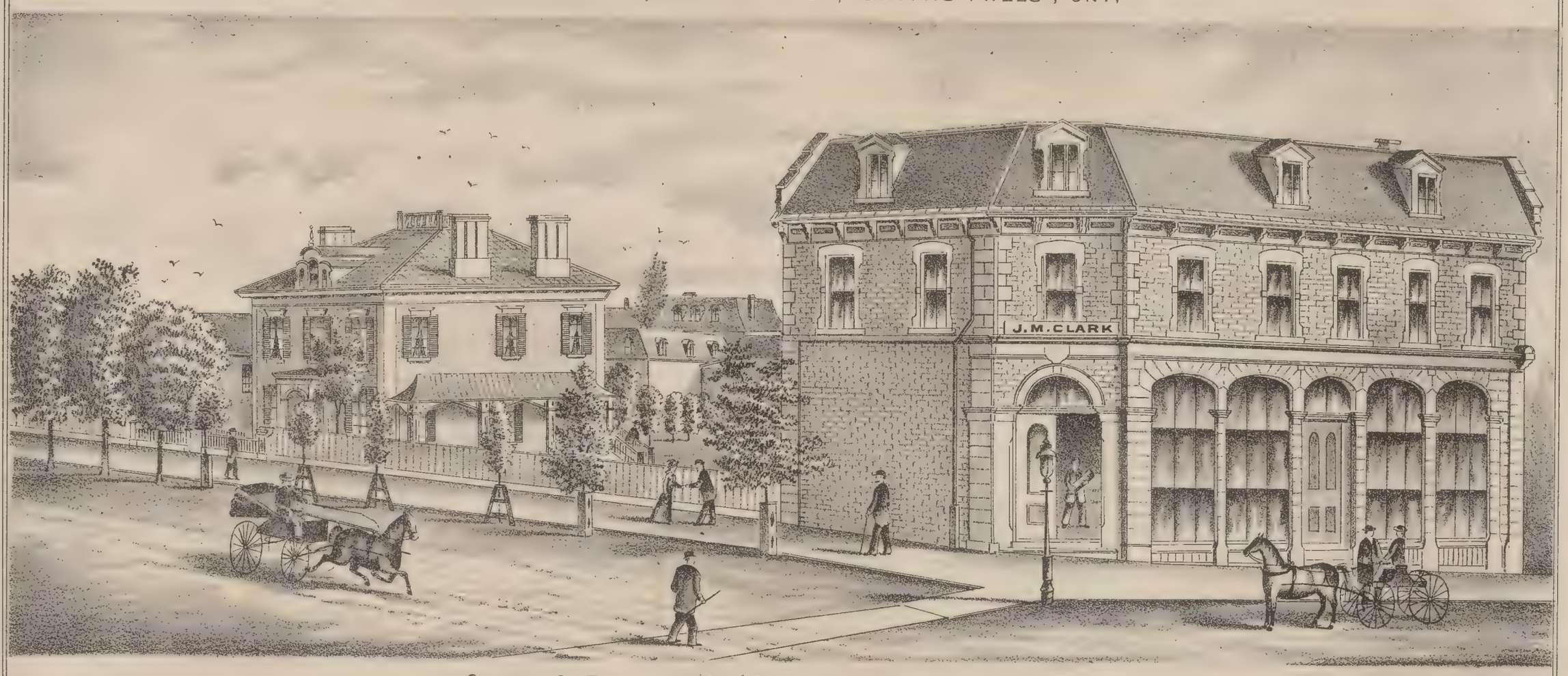


RESIDENCE OF **JOHN S. CAMPBELL**, PARISH ST THOMAS, MISSISQUOI, QUE.

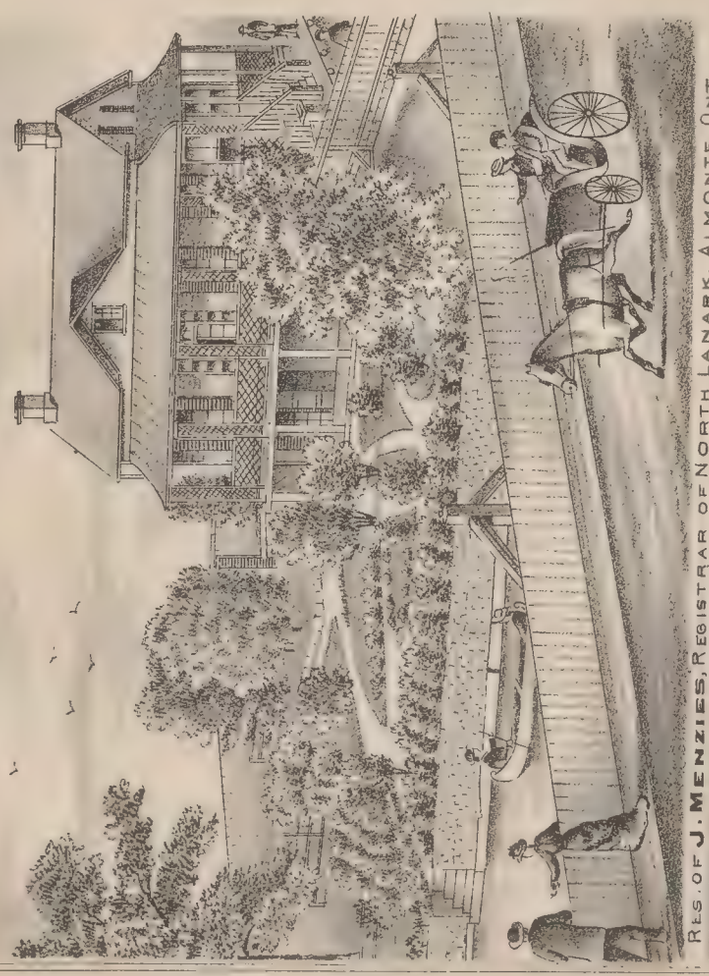
FORT MONTGOMERY



GARRETT'S BLOCK, BECKWITH ST, SMITH'S FALLS, ONT.



STORE & RES. OF J. M. CLARK SMITH'S FALLS, ONT.



RES. OF J. MENZIES, REGISTRAR OF NORTH LANARK, ALMONTE, ONT.





THE RES & FURNITURE FACTORY OF B.V. STAFFORD ESQ., ARNPRIOR, ONT.



D. Munro M.D.
Lanark Village, Ont.



A. G. Dobbie
Reeve of Lanark Village, Ont.



Wm. H. Lashbrook
Barrister and Ex Mayor, Perth, Ont.



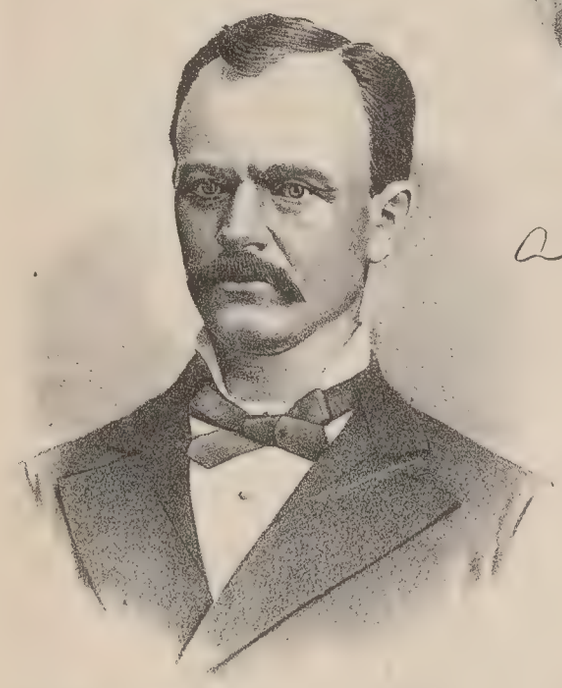
Jas. Shaw
Depty. Reeve of Drummond Tp. Ont.



R. S. Kellock B.A. M.D.
Perth, Ont.



Hugh Ryan
Perth, Ont.



R. Lyman Esq
Barrister at Law — Reeve of Arnprior, Ont.



R. H. Rushton, M.P.
Carleton Place, Ont.



Wm. McNalie
Reeve of Carleton Place, Ont.



Peter McLaren
Perth, Ont.

EUROPE

SCALES.

Geographical & Italian miles 60 = 1 degree.

French Kilometres 111.2 = 1 degree.

German Geogr. & Hanoverian miles 15 = 1 degree.

English Statute miles 69.16 = 1 degree.

L. E. Neuman, engr. 96 Maiden Lane


ASIA
ARCTIC OCEAN
PACIFIC OCEAN
INDIAN OCEAN
ATLANTIC OCEAN
Behring Strait
BEHRING SEA
SEA OF OKHOTSK
JAPAN SEA
NORTH SEA
BALTIC SEA
MEDITERRANEAN SEA
BLACK SEA
CASPIAN SEA
ARABIAN SEA
SEA OF BENGAL
CHINA SEA
PHILIPPINE ISLANDS
RUSSIA
SIBERIA
TURKEY
PERSIA
ARABIA
INDIA
CHINA
JAPAN
Scales
Longitude West & East from Greenwich
Longitude East from Washington

AFRICA

SCALES.

Geographical & Italian miles 60 to 1 degree

English Statute miles 69.16 to 1 degree

European Possessions in Africa distinguished thus.

(B) British, (F) French, (N) Netherlands, (P) Portuguese, (S) Spanish

Height in English Feet. Railways thus

Long. W. of 45 Greenwich

Long. E. of 45 Greenwich

MOUTHS OF THE NILE

CANARY ISLANDS (Sp.)

MADEIRA ISLES (Port.)



"FERNCLIFF" THE RESIDENCE OF W. G. MURRAY, ESQ, MASSAWIPPI, STANSTEAD CO., QUEBEC.

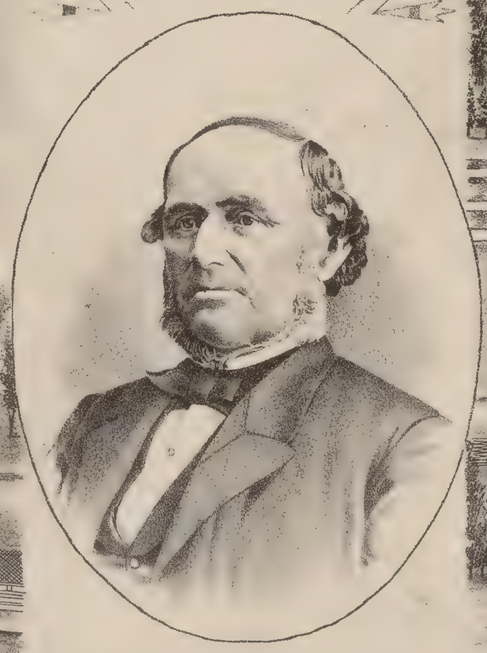


RESIDENCE OF **MRS. T. LEE TERRILL**, STANSTEAD VILLAGE, STANSTEAD CO. P.Q.



RES. OF **HUGH RYAN ESQ.**, PERTH, ONT.





Daniel McLachlin Ex M.P.
Arnprior.





GRIST MILL

SAW MILL.

MILLS & RESIDENCES OF THE **Mc LACHLIN BROS.**, ARNPRIOR, ONT.

SOUTH AMERICA

SCALES.
Geographical & Station Miles. 60 = 1 deg.
English Statute Miles. 69.15 = 1 degree.
Brazilian & Portuguese Leagues. 20 = 1 d.
Railroads shown it thus
Heights in English Ft.

Louis S. Newman, engr. 94 Maiden L.

CARIBBEAN SEA
ISLANDS
Longitude from Washington, East.
NORTH ATLANTIC OCEAN
EQUATOR
VENEZUELA
BRITISH GUIANA
DUTCH GUIANA
FRENCH GUIANA
CONFEDERATION
Unexplored Region of Woods
Unexplored
BRAZIL
PERU
BOLIVIA
ARGENTINE CONFEDERATION
PARAGUAY
URUGUAY
Rio Grande do Norte
Parahiba
Pernambuco
Alagoas
Sergipe
Ceara
Maranhão
Para
Amazonas
Goyaz
Matto Grosso
Minas Geraes
Bahia
Espirito Santo
Rio de Janeiro
S. Paulo
S. Catharina
Entre Rios
Corrientes
Santa Fe
Cordova
Mendoza
San Juan
Rioja
Tucuman
Salta
Jujuy
Catamarca
Cochabamba
Santa Cruz
Chuquisaca
Potosi
Oruro
La Paz
Beni
Moxos
Guapay
Paraguay
Apure
Orinoco R.
Amazon R.
Madeira R.
Tapajos R.
Xingu R.
Tocantins R.
Rio Negro
Rio Branco
Rio Purus
Rio Javary
Rio Ucayali
Rio Beni
Rio Madre de Dios
Rio Guapay
Rio Pilcomayo
Rio Bermejo
Rio Salado
Rio Colorado
Rio Negro
Rio Uruguay
Rio Parana
Rio Paraguay
Rio Tocantins
Rio Xingu
Rio Tapajos
Rio Madeira

OCEANIA

Long East 100 110 120 130 140 150 160 170 Long East 180 West of Greenwich 170 160 150 120

Tropic of Cancer

EQUATOR

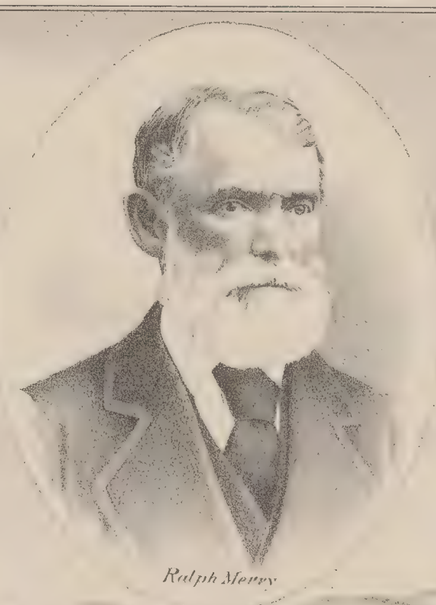
Tropic of Capricorn

Long West 177 West of Washington 173 163 153 143 133 123 103 93 83 78 63

CHINA
Sea of Japan
Japan
Yellow Sea
East China Sea
Pescadores
Formosa
Loo Choo Is.
Philippine Islands
LUZON
MINDANAO
Mindoro Sea
Celebes Sea
BORNEO
CELEBES
Java Sea
Banda Sea
Flores Sea
Arafura Sea
Timor
Timor Sea
Gulf of Siam
Gulf of Tonquin
Gulf of Martaban
BAY OF BENGAL
Andaman Is.
Nicobar Is.
Malacca Str.
Sunda Str.
Torres Str.
Gulf of Papua
Gulf of Carpentaria
Arnhem Land
PAPUA OR NEW GUINEA
Louisiade Archipelago
Solomon Is.
Santa Cruz Is.
Banks Is.
New Hebrides
Fiji or Feejee Is.
New Caledonia (French)
Loyalty Is.
Norfolk I.
Lord Howe I.
Kermadec Is.
Chatham Is.
Auckland Is.
Campbell I.
Macquarie I.
Tasmania
Bass Str.
Great Australian Bight
Spencer Gulf
St Vincent Gulf
Gulf of St Vincent
Lake Eyre
Great Stony Desert
Simpson Desert
Sturt Stony Desert
Gibson Desert
Great Sandy Desert
Great Victoria Desert
Nullarbor Plain
Darling R.
Murray R.
Murrumbidgee R.
Lachlan R.
Macquarie R.
Hunter R.
Clarence R.
Brisbane R.
Fitzroy R.
Burdekin R.
Flinders R.
Gilbert R.
Roper R.
Victoria R.
Ord R.
Fortescue R.
Murchison R.
Swan R.
Blackwood R.
Gascoyne R.
Ashburton R.
Derwent R.
Huon R.
Tamar R.
Mersey R.
Leven R.
Derwent Estuary
Port Phillip Bay
Port Jackson
Moreton Bay
Hervey Bay
Shark Bay
Exmouth Gulf
Cambridge Gulf
Joseph Bonaparte Gulf
Van Diemen Gulf
Melville I.
Bathurst I.
Groote Eylandt
Wessel Is.
Barrow I.
Dampier Archipelago
Houtman Abrolhos
Recherche Archipelago
Great Australian Bight
Nuyts Archipelago
Kangaroo I.
Flinders I.
King I.
Furneaux Group
Three Kings Is.
Bounty Is.
Antipodes Is.
Auckland Is.
Campbell I.
Macquarie I.
Chatham Is.
Kermadec Is.
Norfolk I.
Lord Howe I.
Loyalty Is.
New Caledonia (French)
Fiji or Feejee Is.
Vitu or Feejee Is.
Navigators Is.
Samoa or Navigators Is.
Friendly Is.
Society Is.
Cook Is.
Austral Is.
Marquesas Is. (French)
Pitcairn I.
Easter I.
Sandwich Islands
Phoenix Is.
Ellice Is.
Union Group
Gilbert Is.
Marshall Islands
Caroline Islands
Marianne or Ladrone Islands
Pelew Is.
Philippine Islands
Formosa
Loo Choo Is.
Japan
Yesso
Kurile Is.
Aleutian Is.
Behring's Str.
Behring's I.
Copper I.
Kamtschatka
Sea of Okhotsk
Kurile Is.
Japan
Yesso
Loo Choo Is.
Formosa
Philippine Islands
Pelew Is.
Caroline Islands
Marianne or Ladrone Islands
Marshall Islands
Gilbert Is.
Phoenix Is.
Ellice Is.
Union Group
Samoa or Navigators Is.
Friendly Is.
Fiji or Feejee Is.
Vitu or Feejee Is.
New Hebrides
Banks Is.
Santa Cruz Is.
Solomon Is.
Louisiade Archipelago
PAPUA OR NEW GUINEA
Arafura Sea
Timor Sea
Timor
Java Sea
Flores Sea
Banda Sea
Celebes Sea
Sulu Sea
Mindoro Sea
Philippine Islands
LUZON
MINDANAO
BORNEO
CELEBES
Gulf of Siam
Gulf of Tonquin
Gulf of Martaban
BAY OF BENGAL
Andaman Is.
Nicobar Is.
Malacca Str.
Sunda Str.
Torres Str.
Gulf of Papua
Gulf of Carpentaria
Arnhem Land
Gulf of Carpentaria
Arnhem Land
Torres Str.
Gulf of Papua
Timor Sea
Arafura



Mrs Ralph Merry



Ralph Merry



THE RESIDENCE OF **RALPH MERRY ESQ**, MAGOG, ON LAKE MEMPHREMAGOG, STANSTEAD CO. P.Q.



Mrs. O. H. Martin

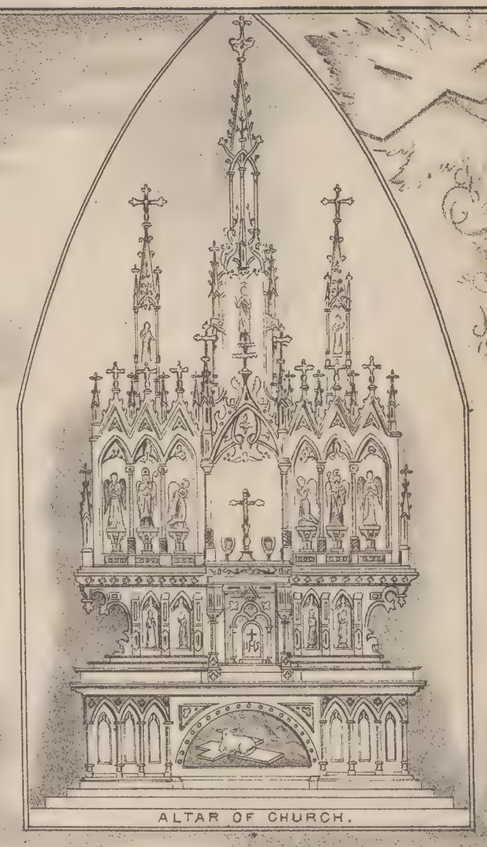


Owen H. Martin

THE RESIDENCE OF **O. H. MARTIN ESQ.** BARNSTON TP. STANSTEAD CO. QUEBEC.



REV. P. J. MADDIGAN, PASTOR



ALTAR OF CHURCH.

ACADEMY OF OUR LADY OF LOURDES.

CHURCH OF THE SACRED HEART, WALKERTON, ONT

RES. OF PASTOR.



RESIDENCE OF MRS I. BUTTERS, STANSTEAD PLAIN, STANSTEAD CO, P.Q.

NORTH AMERICA

SCALES:

Geographical & Italian Miles. 60 = 1 degree.

Mexican Leagues 26.5 = 1 degree.

English Statute Miles. 69.16 = 1 degree.

Heights in English Feet above Sea level.

Longitude W. of Greenwich

INTERIOR VIEW

BOARDING HOUSE

SECRETARY'S

THE BEEBE PLAIN ADVENT CAMP GROUNDS — INSTITUTED, 1874 — INCORPORATED, 1875.



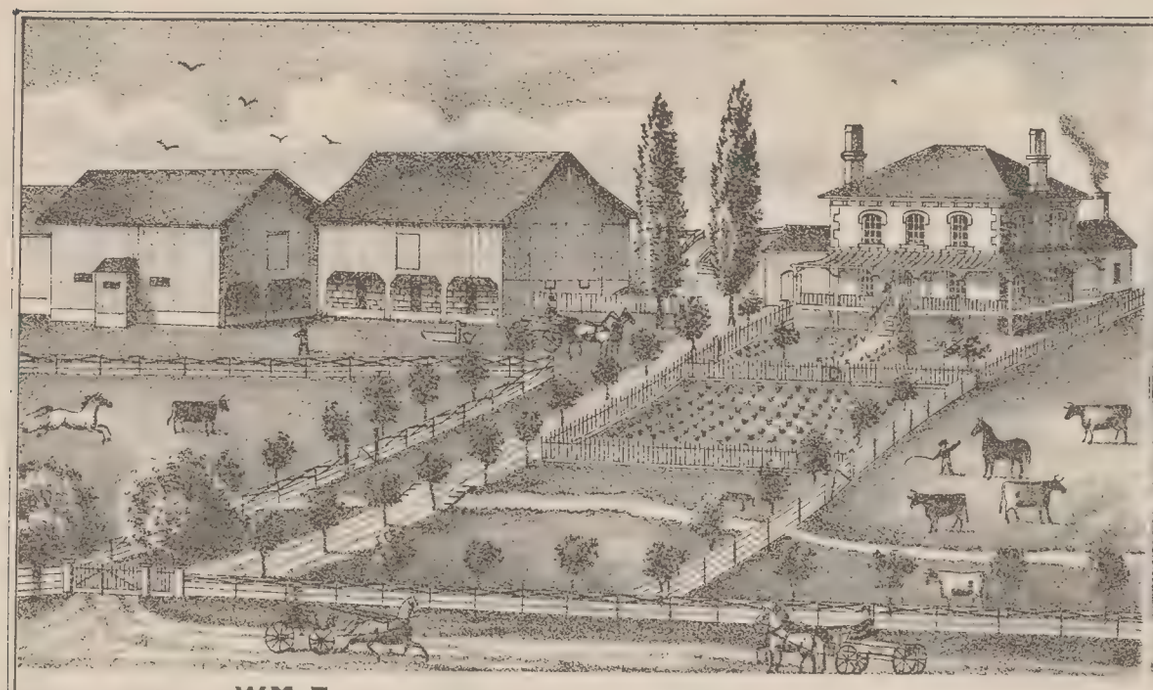
RESIDENCE OF MR. **H. STEWART**, BEEBE PLAIN, STANSTEAD TP. STANSTEAD CO. P.Q.

MAP OF THE UNITEDSTATES OF AMERICA

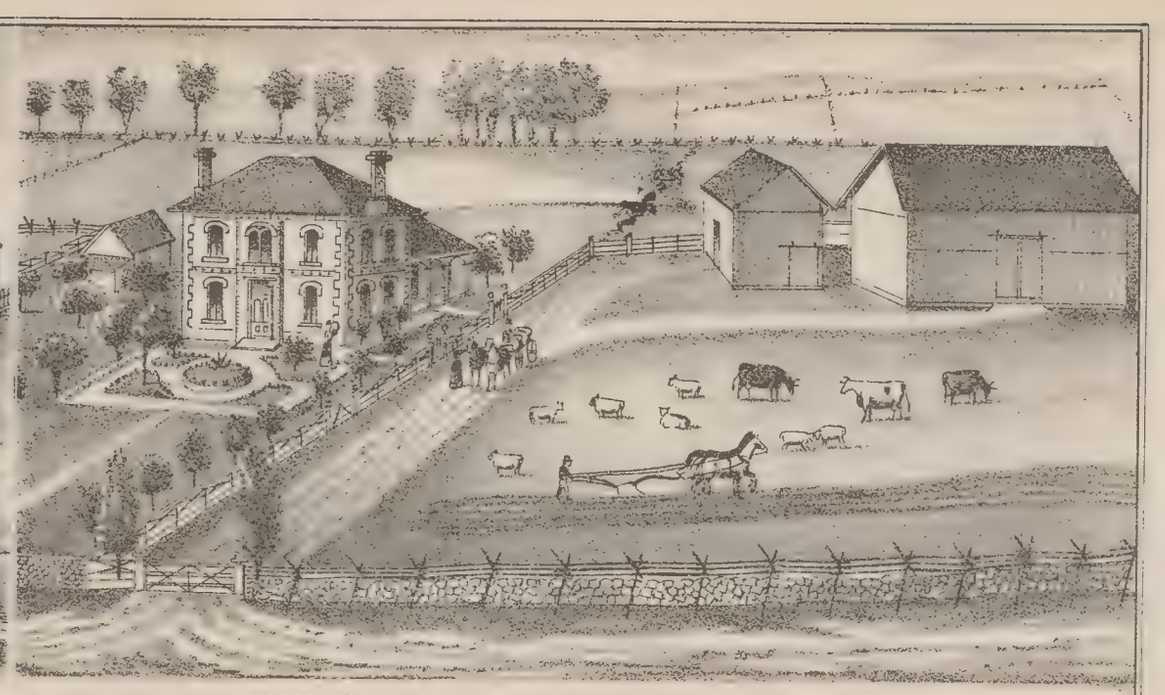
PONY EXPRESS MAIL & TELEGRAPH ROUTE

Table of Distances

St Joseph	0	0
Fort Kearney	282	282
Fort Laramie	359	641
Fort Bridger	401	1.042
Salt Lake	117	1.159
Ruby Valley	256	1.415



RES. OF **Wm Esplen**, CON.4, LOT 5, ARRAN Tp BRUCE CO., ONT.



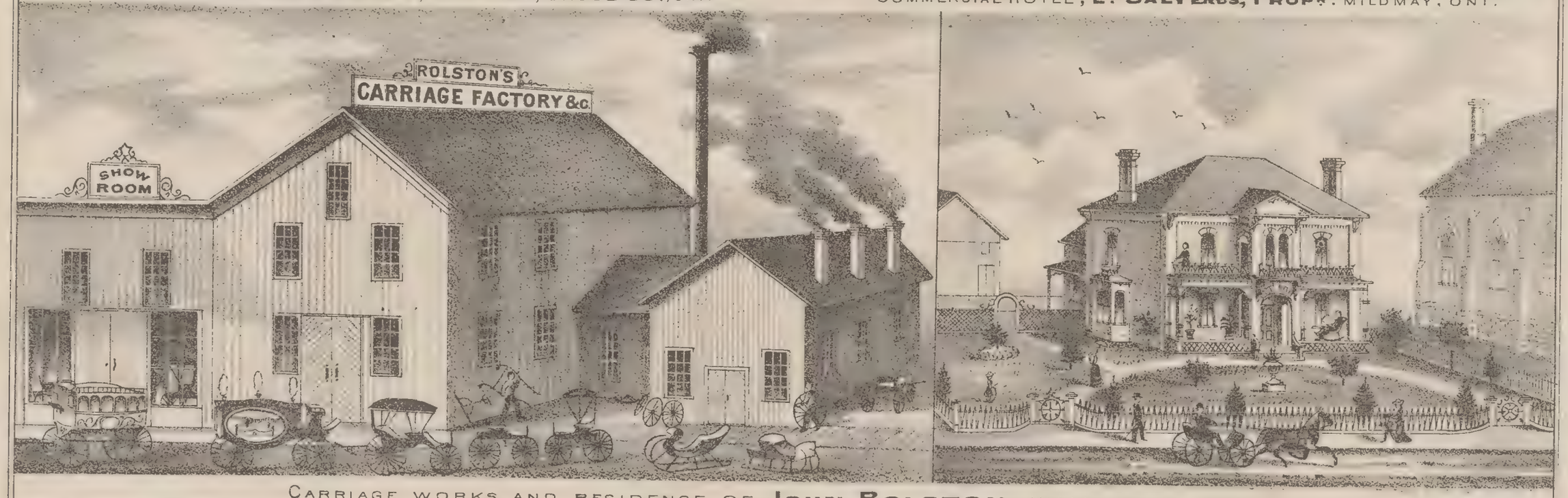
RES OF **Wm Grange**, CON 1, LOT 11, ARRAN Tp BRUCE CO., ONT.



RES. OF **Dr Paterson**, TIVERTON, BRUCE CO., ONT.



COMMERCIAL HOTEL, **E. Salyerds, Propr**. MILDMAY, ONT.



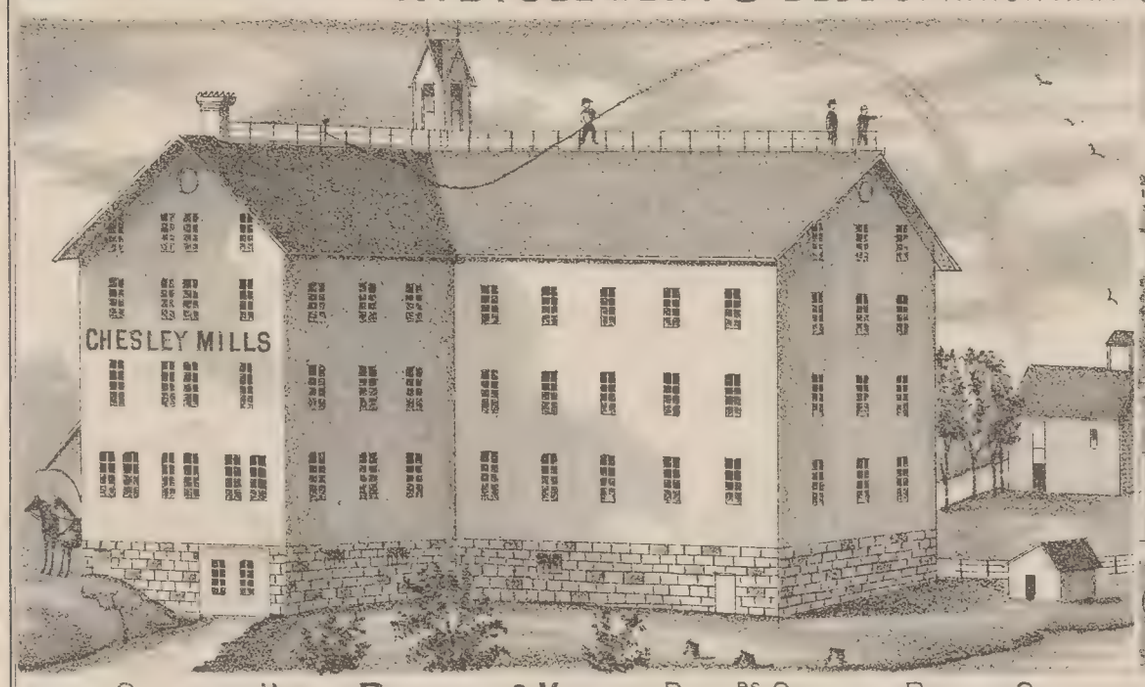
CARRIAGE WORKS AND RESIDENCE OF **John Rolston**, WALKERTON, ONT.



MILLS AND RESIDENCE OF **Andrew Mc Lean**, CON 14 LOTS 19, 20 & 21, CULROSS Tp BRUCE CO. ONT.
FARM CONTAINING 300 ACRES



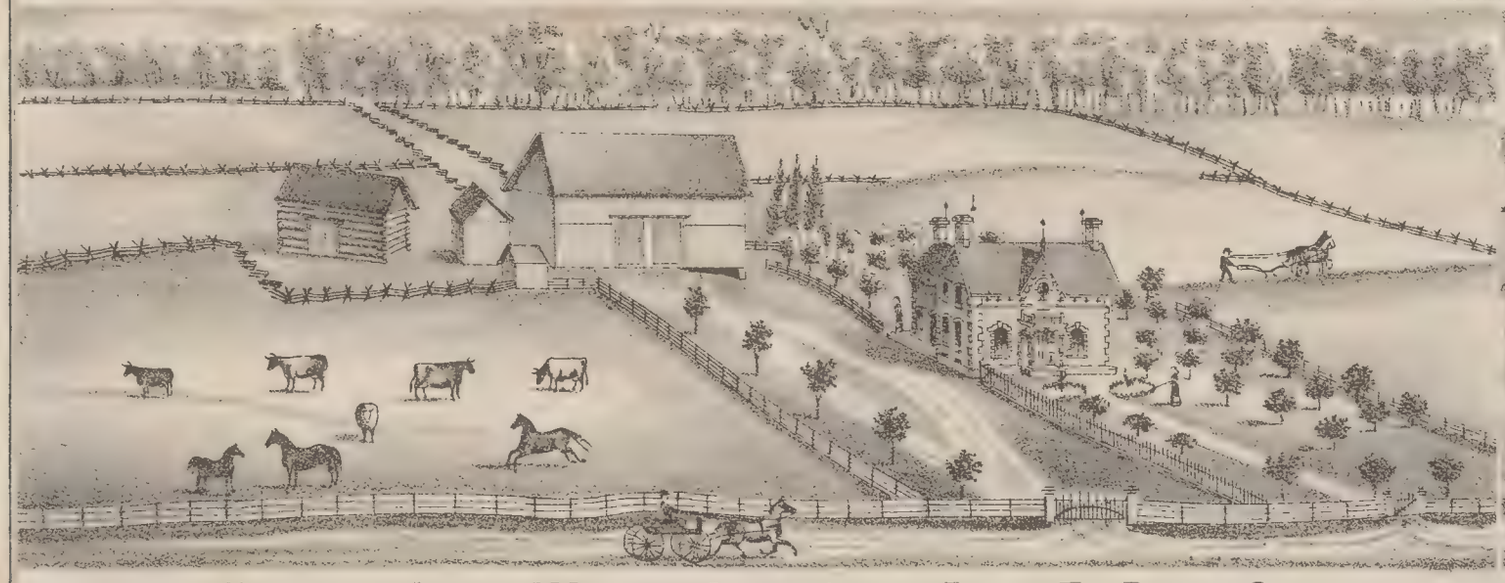
R. B. CLEMENT'S BLUE SPRING FARM – 3 MILES EAST OF WALKERTON, BRUCE CO. ONT



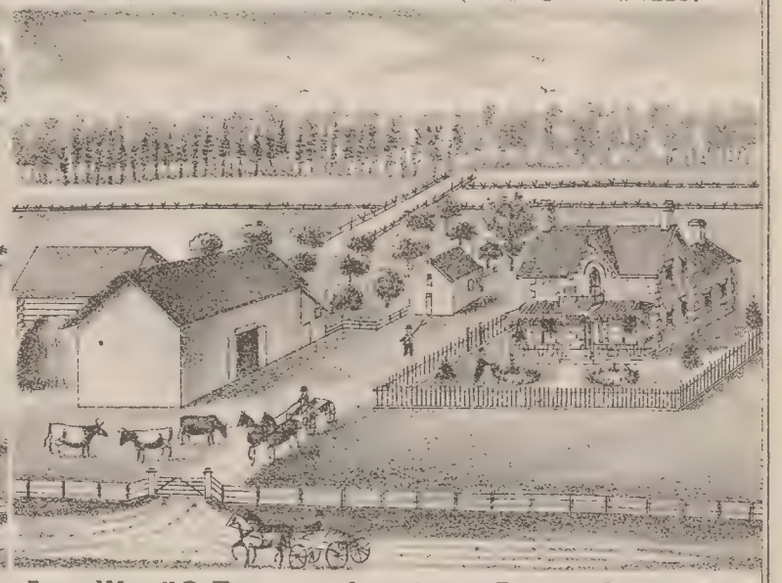
CHESLEY MILLS, **RAMAGE & VEITCH** PROPRS. CHESLEY, BRUCE CO.



FOUNDRY OF **WILLIAM ELLIOT**, CHESLEY, ONT.
MANUFACTURER OF ELLIOT'S DIRECT ACTION MILLSTONE GEAR AND SMUT MILLS.



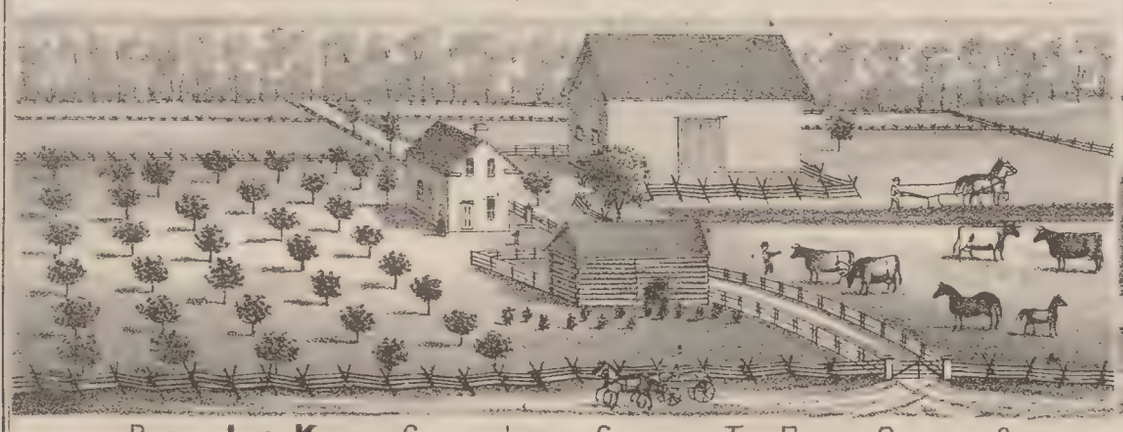
HOME OF **JOHN WARD**, CON 12, LOT 30, BRANT TP. BRUCE CO.



RES. OF **WILL^M C. FURSMAN**, CON 2, LOT 24, BENTINCK TP. GREY CO.



RES. OF **GEO. LEASK**, CON 15, LOT 1, GREENOCK TP. BRUCE COUNTY.



RES. OF **JNO. KING**, CON 10, LOT 13, CULROSS TP, BRUCE COUNTY. ONT



RUBY & HILKER. GENERAL STORE, PORT ELGIN, ONT.

MAP OF NEWFOUNDLAND

FROM THE

Geological Map of Canada

Long. W. from Greenwich

59 58 57 56 55 54 53

52 51 50 49 48 47

LABRADOR

NEWFOUNDLAND

BELLE ISLE

WHITE BAY

NOTRE DAME BAY

BAY OF ISLANDS

PORT AU PORT BAY

ST GEORGE BAY

GRAND PIPER

BAY OF EXPLOITS

FORTUNE BAY

PLACENTIA BAY

HERMITAGE BAY

BONAVISTA BAY

TRINITY BAY

CONCEPTION BAY

HARBOUR GRACE

HAMILTON SD

Bonne B.

St Paul B.

St George Bay

Bay of Islands

Deer Pond

Grand Pipers

Indian or Bathurst L.

Red Indian L.

Hooker L.

Sandy P.

Hind's P.

Sheffield's P.

Aldery P.

Adlies P.

Partridge Pt

Harbour Deep

Grande Miquelon

Langley or Petite Miquelon

Fortune Bay

Belle Bay

Burin

Placentia

St Mary's

Trinity

Bonavista

Random Sound

Smith Sound

Catalina Head

Cape Freels

Fogo

Indian P.

Deadman B.

Trinity B.

Shoe cove Pt

Bloody B.

Belle I.

Groswl

Goose Cape

Anthony

Lunaire B.

Quirpon I.

Pistolet B.

Wadham Is.

Fogo Rocks

Snap Rock

Brenton Breakers

Funk I.

Orange B.

Barge B.

Wreck B.

Greenish B.

Black B

Esquimaux Bay

Hamilton Inlet

Lake Melville

Mecattina

Ingrenachoix Bay

Mal Bay

Rawkes Bay

Canada Bay

Fourchette B

Hellier Pt

Bay of Exploits

Indian P.

Little B.

Seal B.

Badger B.

Triton I.

Gander I.

Gander Bay

Rocky B.

Indian B.

Shoe cove Pt

Pitt Sound

Bloody B.

Freshwater B.

Hare B.

Locker B.

Black Is.

Random I.

Deer I.

Long I.

Smith Sound

Random Sound

Britain Pt

Pope Pt

Keels

Red Cliff

Broad Cove

Trinity

Bonaventure Pt

Old Perlican

Baccalieu I

Grates Cove

Harbour Grace

Carbonear

Bull I.

Bull Arm

Conception Bay

Conception Harbour

Spaniard B

Collier B

Holyrood

St Johns

St Johns Harbo

C Spear

C Race

C Broyle

Ferryland Hd

Renews

Bear Cove

Cape Frances

Black Head

Flat Rock

Harbour Grave

Bird Rock

Sugar Loaf

Ragged I.

Ireland Eye

Green I.

Duck I.

Deer Pt

Deer I.

Random Pt

Stantz Pt

Long I.

Keels Pt

Flower Pt

Young Sarahs

Middle Pt

Old Harry

Gull I.

Catalina Head

Bird Is

Flower Pt

Keels

Bonavista Bay

Trinity Bay

Trinity

Bonaventure Pt

Britain Pt

Pope Pt

Smith Sound

Random I.

Random Sound

Deer Pt

Deer I.

Random Pt

Stantz Pt

Long I.

Keels

CHART OF THE WORLD

Showing

THE RELATIVE POSITIONS

DOMINION OF CANADA

and the Other

BRITISH POSSESSIONS

ALSO

PRINCIPAL STEAMSHIP ROUTES

British Colonies colored thus

Table of the British Possessions throughout the World,

WITH THEIR POPULATION AND AREA IN ENGLISH SQUARE MILES.

	AREA.	POP.
IN EUROPE.		
British Islands	122,515	33,500,000
Gibraltar	2	25,432
Heligoland	1-8	2,172
Malta and Goza	115	160,600
IN ASIA.		
British Empire in India	1,483,319	240,000,000
Ceylon	24,70	2,405,287
Andaman Islands	3,000	9,630
Strait Settlem'ts, (Singapore, &c.)	1,496	308 097
Aden	35	22,000
Hong Kong	32	124,193
Labuan Island	45	4,898
Perim Island (Red Sea)	5	....
Cyprus	3,700	150,000

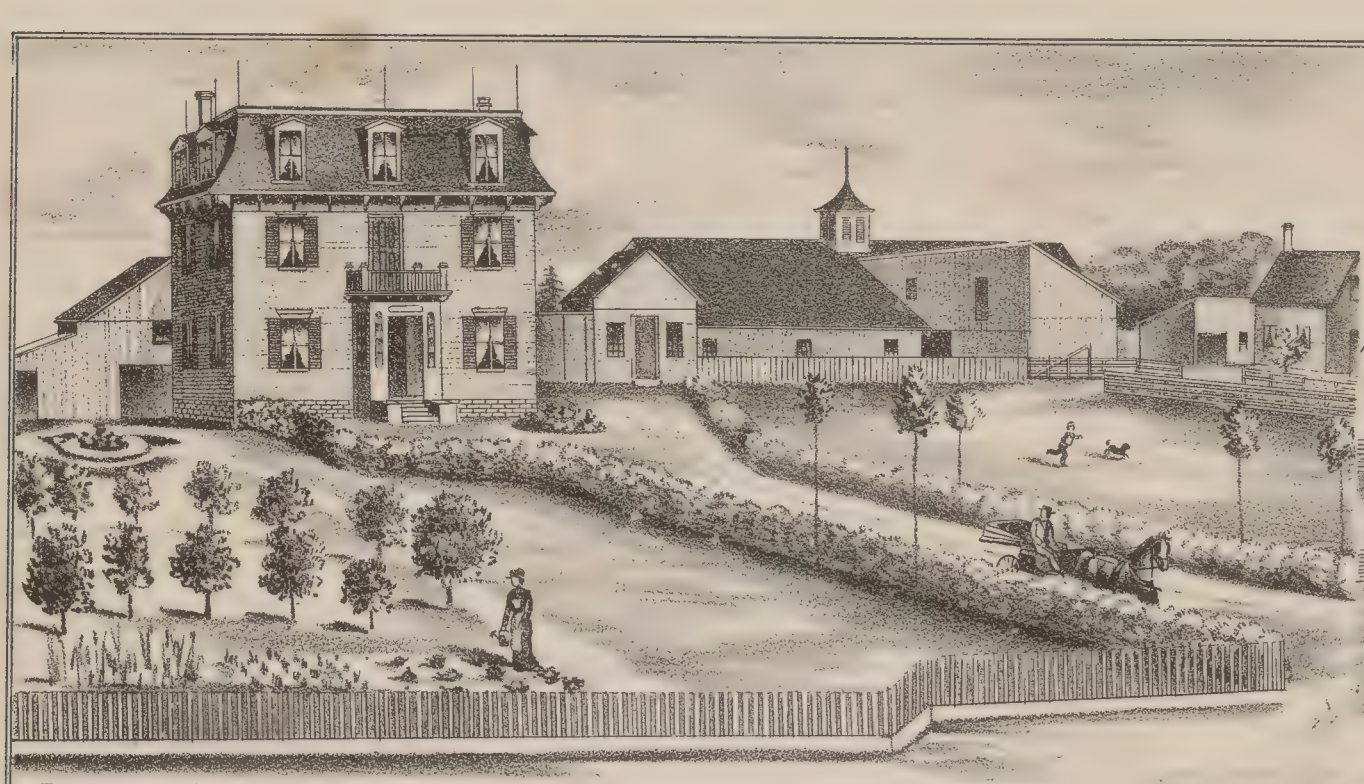
	AREA.	POP.
IN AFRICA.		
Gambia River	21	14,190
Sierra Leone	468	37,089
Gold Coast	16,626	520,000
Lagos	....	60,221
Cape Colony	221,311	720,965
Natal	18,750	355 500
Mauritius, Rodrigues, &c.	708	348,625
Ascension Island	34	500
St. Helena Island	47	6,444
IN NORTH AMERICA.		
Canada and Newfoundland	3,523,152	4,000,000
British Honduras or Belize	6,400	26,000
West India Islands	12,636	1,140,000
Bermuda Islands	41	15,209

	AREA.	POP.
IN SOUTH AMERICA.		
British Guiana	99,925	193,491
Falkland Islands	4,741	1,336
IN OCEANICA.		
New South Wales, Australia	310,937	662,212
Victoria, do.	88,198	867,634
Queensland, do.	669,520	195,092
South Australia, including North Australia and Alexandra Land	904,133	225,677
Western Australia	975,824	23,200
Tasmania	26 215	107,104
New Zealand	106,260	414,412
Total of British Empire	8,627,910	236,652,230

RAIL ROAD MAP OF THE DOMINION OF CANADA

Showing Connection WITH THE UNITED STATES





THE RES. OF **P. COWAN, ESQ**, SHERIFF OF THE DISTRICT OF BEDFORD, MISSISQUOI Cº P.Q.



THE RES. OF **R. C. CULL, ESQ**, NORTH HATLEY, STANSTEAD Cº, QUE.



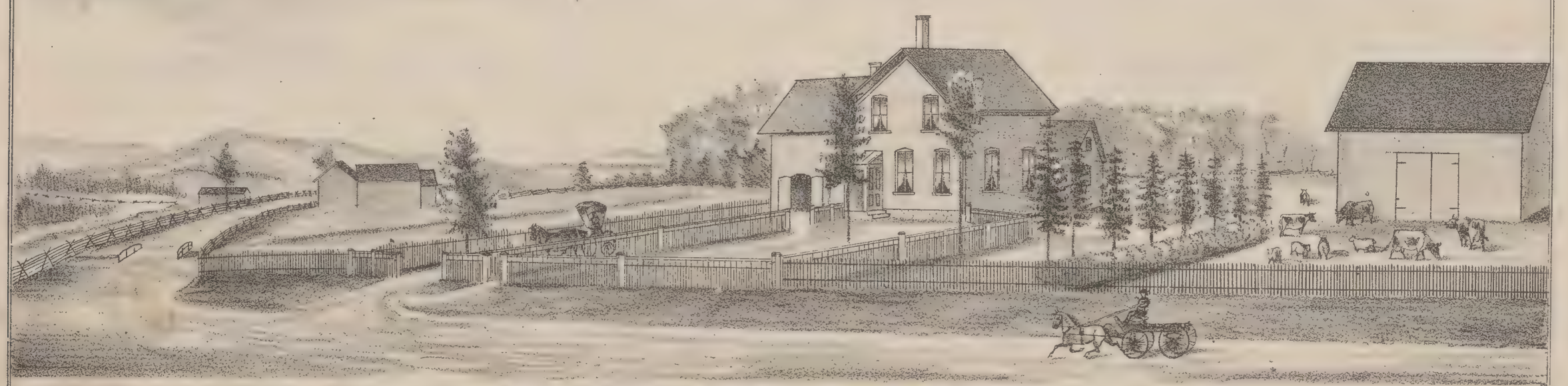
ST GEORGE'S CHURCH, **CLARENCEVILLE**, MISSISQUOI Cº P.Q. ERECTED 1818, RESTORED 1879.



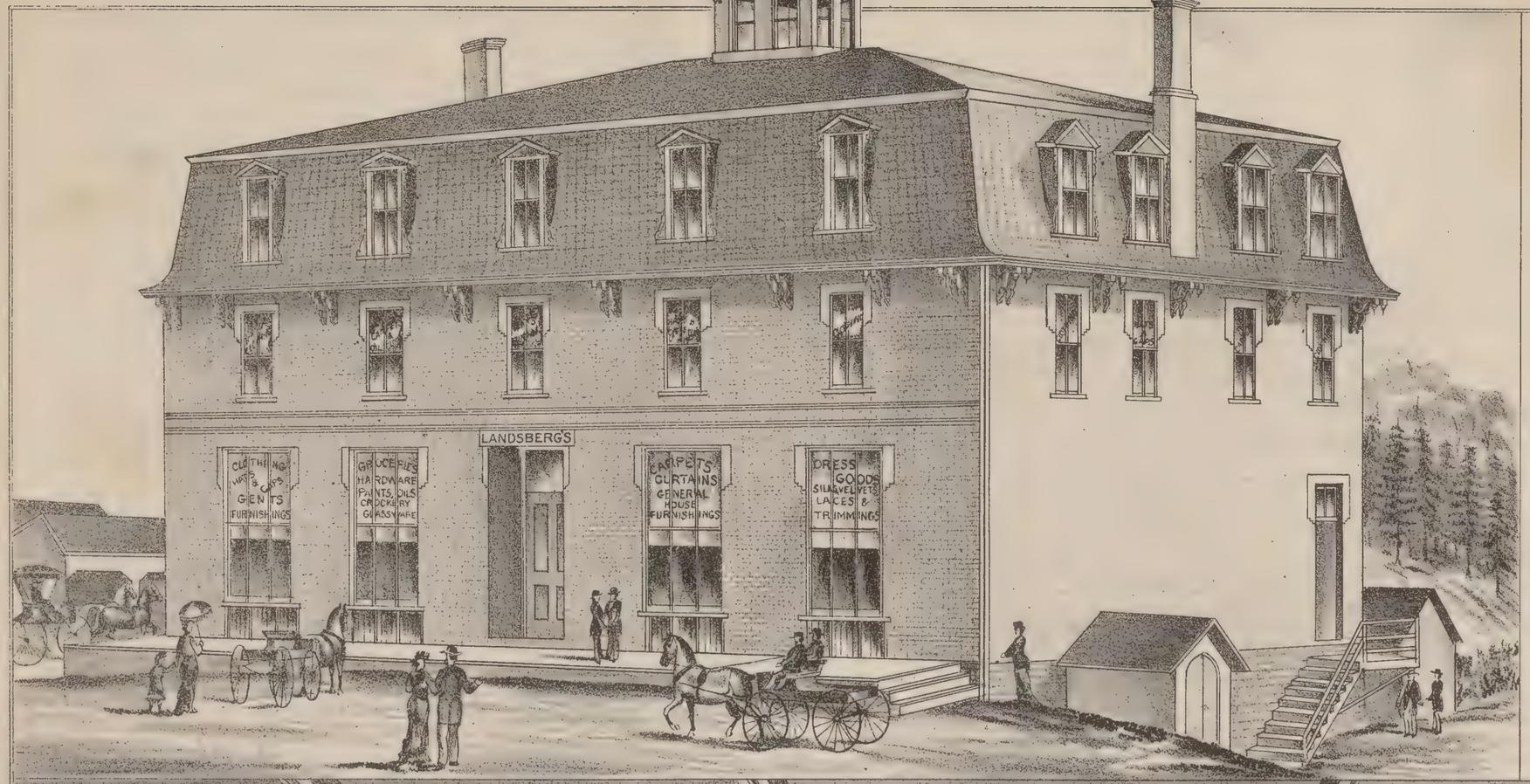
RESIDENCE OF **E. C. BURKE**, PARISH ST ARMAND, MISSISQUOI Cº P. Q.



COWANSVILLE HOUSE, **J. ROONEY**, Proprietor, COWANSVILLE, MISSISQUOI Cº QUE.

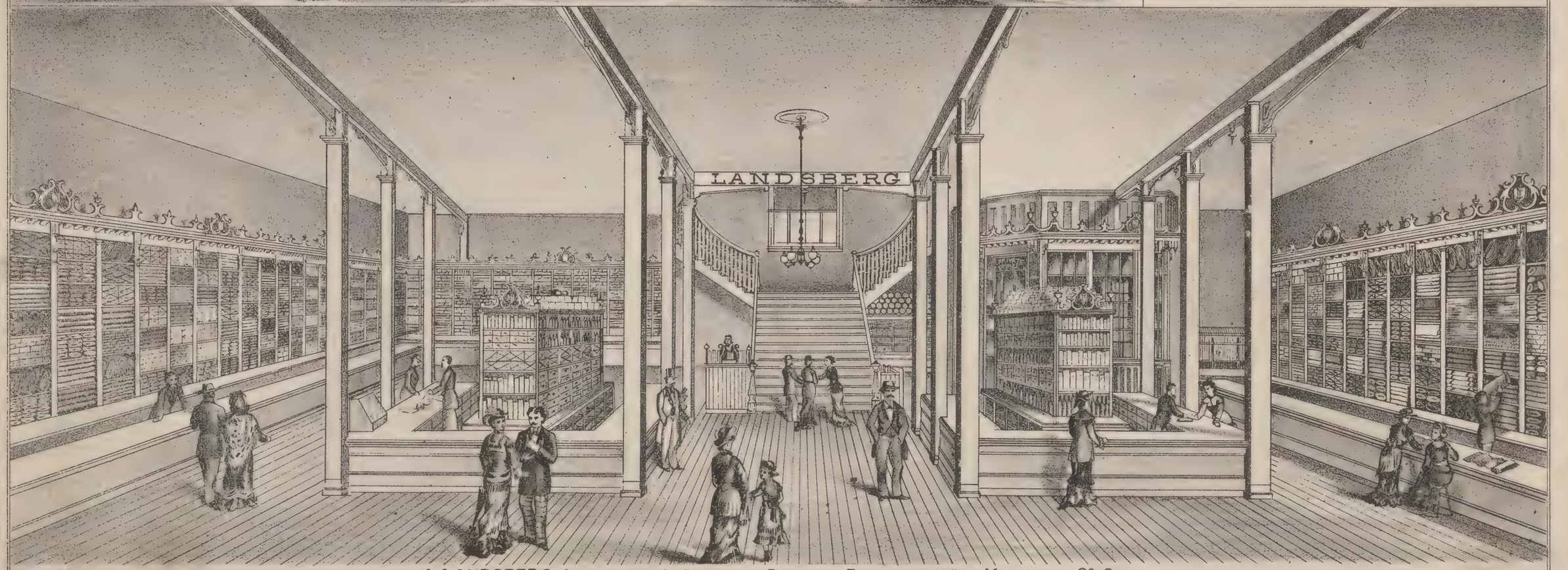


RESIDENCE OF **JAMES SALSBURY**, ESQ, EAST PARISH OF ST ARMAND, MISSISQUOI Cº QUE.





J. Landsberg,
MAYOR & MERCHANT OF
Frelighsburg



J. LANDSBERG, IMPORTER & GENERAL DEALER FRELICHSBURG, MISSISQUOI, Cº QUE.

NEW ATLAS OF THE DOMINION OF CANADA

— COUNTIES OF —

ESSEX, KENT, ELGIN, NORFOLK, LAMBTON
MIDDLESEX, OXFORD, HURON, WATERLOO, DUFFERIN,
WELLINGTON, PERTH, PEEL, WENTWORTH,
HALTON, BRANT, HALDIMAND, WELLAND, LINCOLN

— ONTARIO —

REFERENCES.

- Post Office
- P.O. and Money Order Office
- P.O., Money Order Office and P.O. Savings Bank
- Telegraph Station
- Port of Entry
- Railways completed
- Railways in progress
- Distances between Towns over Post Roads

Scale: 10 Miles per Inch.

Longitude West from Greenwich



THE RESIDENCE & BANK OF **J. C. BAKER ESQ,** STANBRIDGE EAST, MISSISQUOI CO., QUE.



THE RES. OF **T.D. WHITCHER ESQ., M.D.,** BEEBE PLAIN, STANSTEAD TP., QUE.



THE RES. OF **J. H. IVES, ESQ.** NEAR STANSTEAD PLAINS, QUE.



BEDFORD HOUSE, BEDFORD, MISSISQUOI CO., QUE. **J.H. MARTIN** PROP^R.



RESIDENCE AND STORES OF **J.W. DEAN**, PARISH S^T THOMAS, MISSISQUOI CO., QUE.



RES. OF **J. D. JOHNSON**, MAYOR OF S^T THOMAS, MISSISQUOI CO., QUE.



THE RESIDENCE OF **JOHN B. F. FREGEAU**, BEEBE PLAIN, STANSTEAD TP, QUE.

NEW ATLAS OF THE DOMINION OF CANADA

— COUNTIES OF —

BRUCE, GREY, SIMCOE, YORK,
ONTARIO, VICTORIA, NORTHUMBERLAND
DURHAM, PETERBOROUGH, HASTINGS,
& DISTRICTS OF MUSKOKA, PARRY SOUND.

— ONTARIO —

Scale 10 Miles per Inch.

Longitude West from Greenwich

THE RES. OF **V.D' ETCHEGOYEN ESQ.** STANSTEAD TP., QUE

RES. OF **WM MEAD PATTISON ESQ.**, COLLECTOR OF CUSTOMS, CLARENCEVILLE QUE.

RES. OF **WM T. KNIGHT ESQ.**, SMITH'S MILLS, STANSTEAD CO., QUE.

WHITE LEGHORNS



Mrs. G. M. Ellsworth.

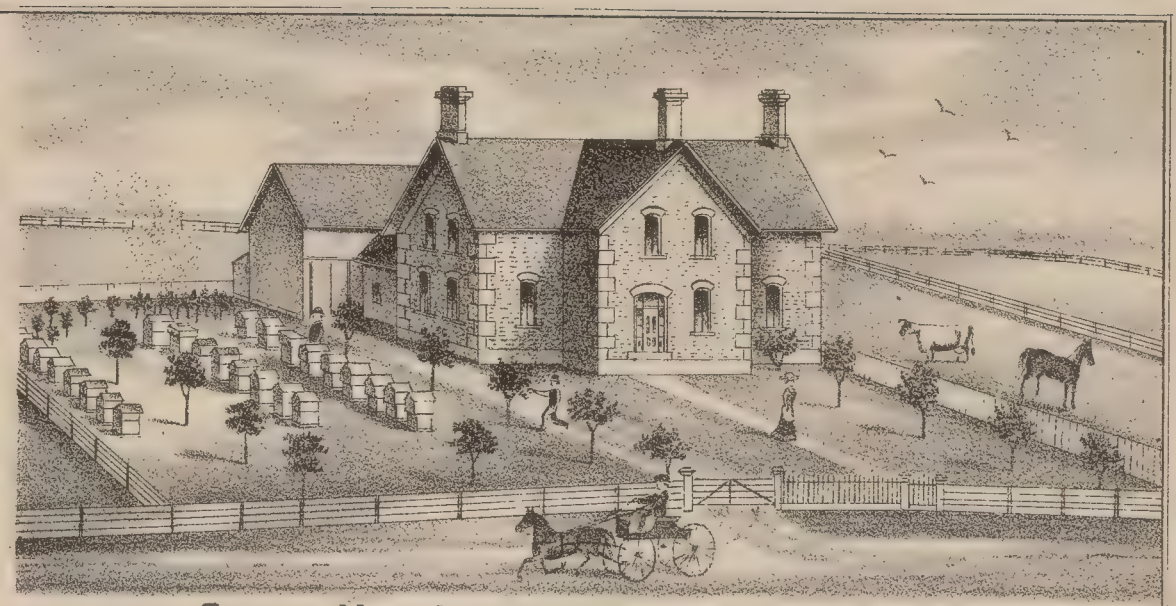


G.M. Ellsworth.

THE RES. OF **G. M. ELLSWORTH ESQ.**, HATLEY TP., STANSTEAD CO., QUE.



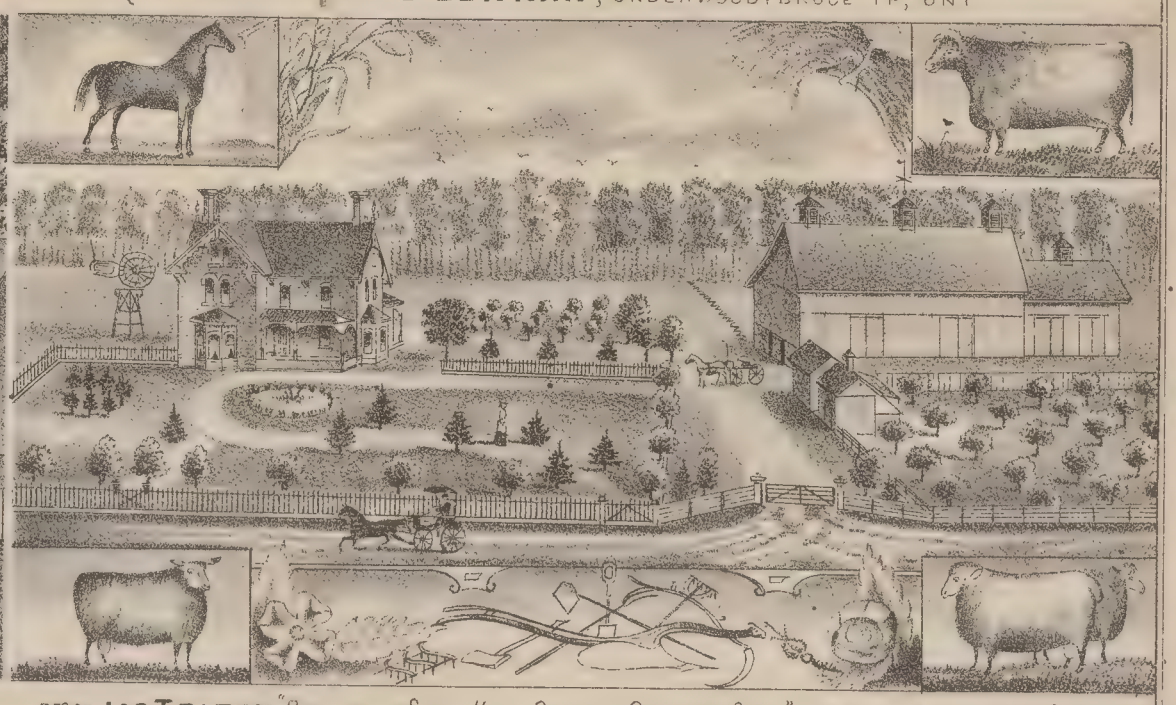
RES. OF **CHARLES L. POWELL**, STANSTEAD CO. QUE



RES. OF **GEORGE MAC LENNAN**, UNDERWOOD, BRUCE TP, ONT



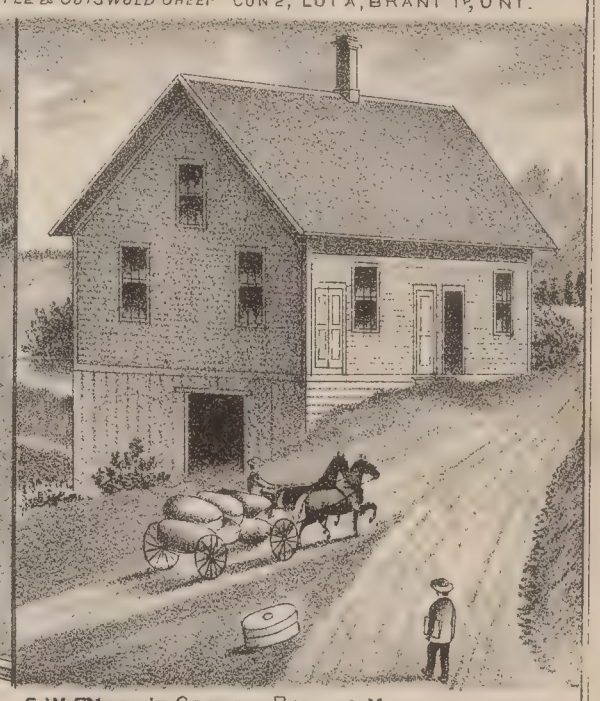
RES. OF **STEPHEN FOSTER ESQ.**, ROCK ISLAND, STANSTEAD CO., QUE.



RES. OF **JAS. TOLTON** "BREEDER OF SHORT HORN CATTLE & COTSWOLD SHEEP" CON 2, LOT A, BRANT TP, ONT.



THE RES. OF **GALUSHA W. CLARK & SON** STANSTEAD TP., STANSTEAD CO., QUE.



G.W. CLARK'S COTTON BATTING MANUFACTORY



HOMESTEAD OF THE LATE **NEWBURY EDY**, NOW THE RES. OF HIS SON **PETER H. EDY**, PARISH ST GEORGE, CLARENCEVILLE, MISSISQUOI CO., QUE.

77° 76° Longitude West from Greenwich 75° 40

45°

POINTE AU CHENE INDIAN RESERVE

PONTIAC

OTTAWA

L. AUX ECORAIS

LAKE

GATINEAU RIVER

RIV. JEAN DE TERRE

LAKE PISCATONG

LYTTON SYCOTTE

EGAN AUMOND

CAMPBELL

River Joseph

River Desert

MANIWAKI KENSINGTON BOUTHILLIERS

Maniwaki

RIVER DU LIEVRES

BOUCHETTE

Portages

WABASEE

DUDLEY

Bouchette

Mc GILL

Notre Dame du Laus

WELLS

ADDINGTON AMHERST

HUDDERSFIELD CLAPHAM ALLEYN

HINCKS

BOWMAN VILLENEUVE

LATHBURY HARTWELL SUFFOLK PONSONBY

Val de Bois

DENHOLM

PORTLAND DERRY MULGRAVE RIDEAU

LA PETITE NATION

Upper Wakefield

Lucerne

Gatineau

Blanche

Mayo

Blanche

Ripon

Rideau

Rideau

Rideau



David Gairdner,
(DECEASED)
Late Clk. of Kincardine Tp.
ONT.



Charles Wickham
Kincardine Tp.- ONT.



William Hunt.
Arran Tp.— ONT.
One of the first Municipal Council.



Ira Fulford,
One of the 1st Settlers of Teeswater,
ONT.



John Douglass
Arran Tp.— ONT.



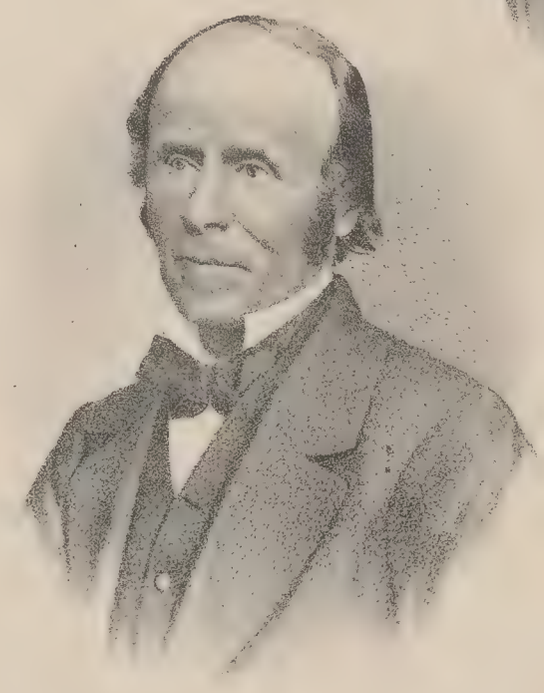
Luke Gardner
Arran Tp.— ONT.



James Reekie,
(DECEASED)
Settled in Kincardine Tp, 1854
ONT.
Formerly in British Navy.



Yours Truly
Thomas Brickman
ONT.



William Miller
Ex Reeve of Kincardine Tp
ONT.



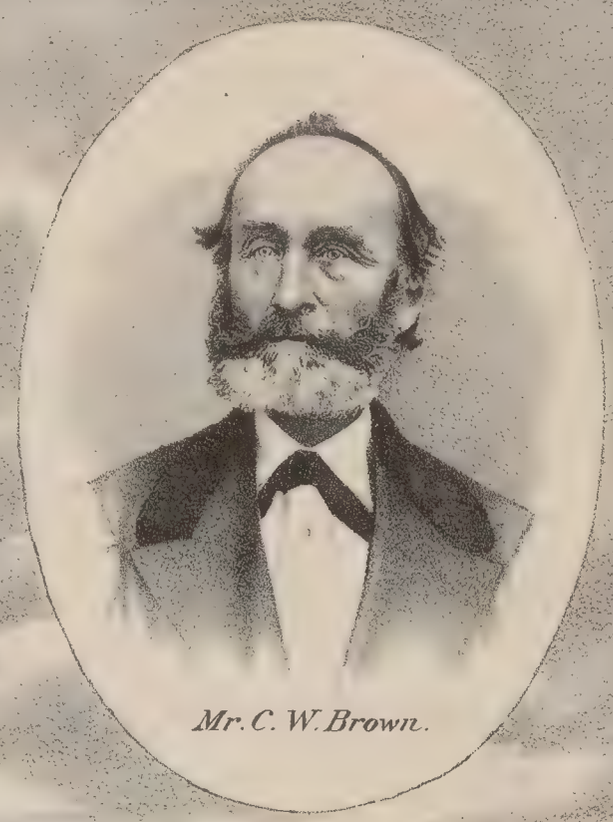
Yours Truly
J. B. Woods
Hanover, Ont.

PRINTED BY ROLPH, SMITH & Co TORONTO

RES. OF **CHAS, PEMBERTON, ESQ**, KINCARDINE, ONT.



Mrs. C. W. Brown.



Mr. C. W. Brown.

THE RES. OF **C. W. BROWN ESQ**, STANSTEAD TP, STANSTEAD CO, P Q. CON 8, LOT 17.

PRINTED BY ROLPH, SMITH & CO TORONTO

Longitude West from Greenwich.

84° 83° 82° 81° 80°

REFERENCES.

- Post Office
- P.O. and Money Order Office
- P.O., Money Order Office and P.O. Savings Bank
- Telegraph Station
- Port of Entry
- Railways completed
- Railways in progress
- Distances between Towns over Post-Roads.

NEW ATLAS OF THE DOMINION OF CANADA

DISTRICTS OF ALGOMA, PARRY SOUND (PART) ALSO PARTS OF NIPISSING DISTRICT AND RENFREW CO.

Scale: 10 Miles per Inch.

80° 79° 78° 77° 76°

Longitude West from Greenwich.



John Gillies,
Carleton Place, Ont.



Abel Russell Ward.
Born 1796. First Settler at Smith's Falls.



Capt. John McGill Chambers,
Smith's Falls, Ont.



RES. & STORE OF **JOHN FUMERTON**, FALLBROOK, LANARK CO., ONT



HICKS' HOTEL. **Wm HICKS** PROP^R PERTH ONT. *FREE BUS,*



CENTRAL CANADA MACHINE WORKS. **GILLIES & BEYER**, FOUNDERS & MACHINISTS, CARLETON PLACE, ONT.



Thos. Brooke
County Clerk, Perth.



Wm. Lees
M.P.P., Fallbrook, Ont.



E. C. Mitchell
County Clerk, Pembroke.

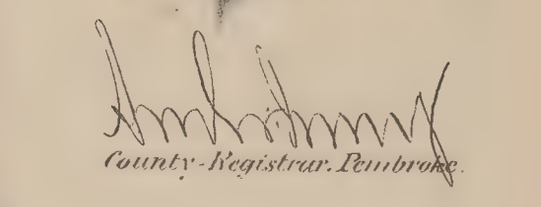


John Doran
Stipendiary Magistrate, Pembroke.



Jno. Smith
Warden of Renfrew Co.





County-Registrar, Pembroke.



Edwd. Elliott
Barrister & Mayor of Perth.





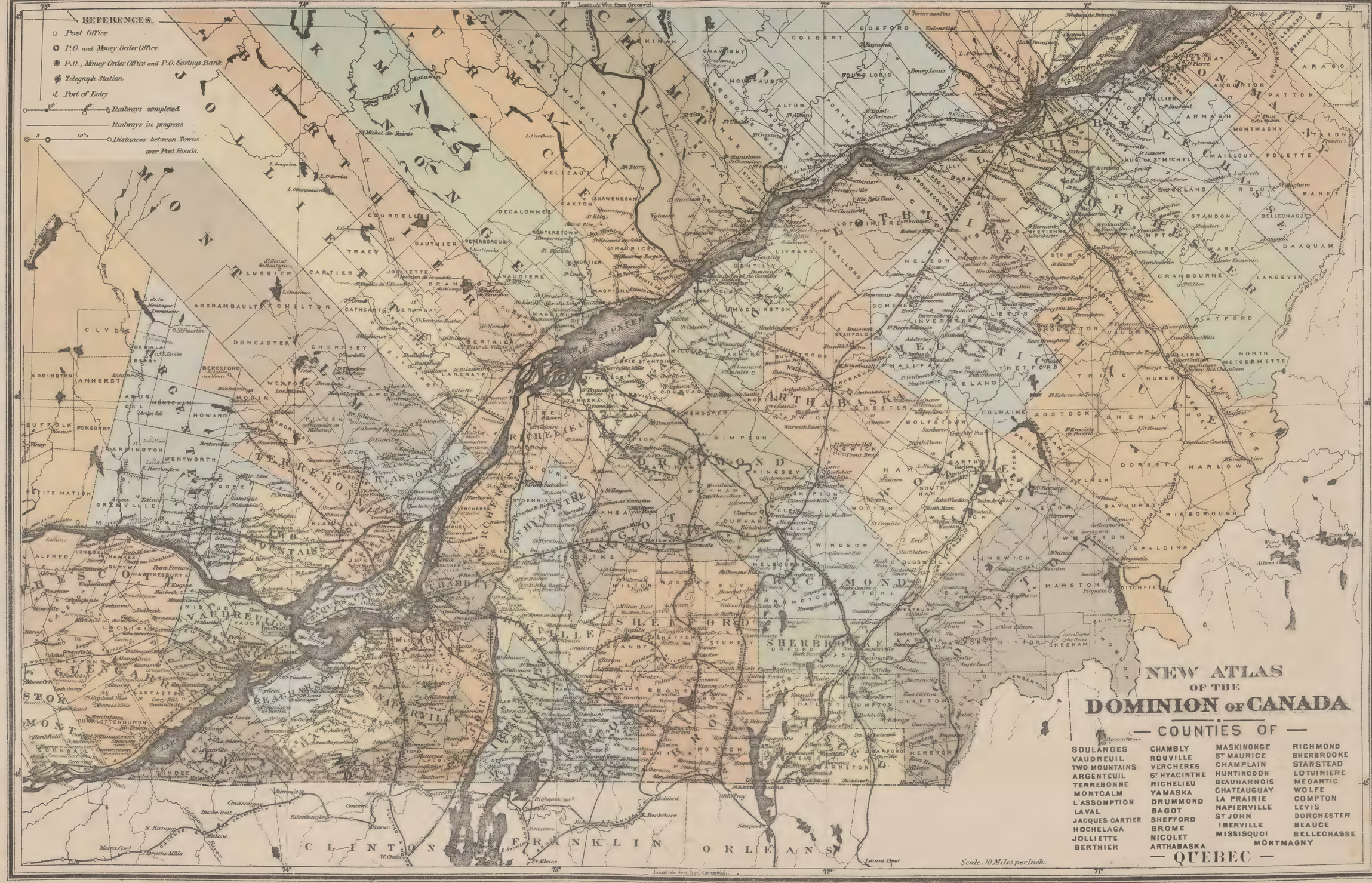
Thomas Hunter
M.P.P., Pembroke.



Francis D. Frost
Warden of Lanark County,
Smiths' Falls, Ont.



W. W. Drake
M.D. Mayor of Pembroke.


REFERENCES.
Post Office
P.O. and Money Order Office
P.O., Money Order Office and P.O. Savings Bank
Telegraph Station
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Longitude West from Greenwich
Scale. 10 Miles per Inch.
NEW ATLAS
OF THE
DOMINION OF CANADA
— COUNTIES OF —
SOULANGES
VAUDREUIL
TWO MOUNTAINS
ARGENTEUIL
TERREBONNE
MONTCALM
L'ASSOMPTION
LAVAL
JACQUES CARTIER
HOCHELAGA
JOLLIETTE
BERTHIER
CHAMBLY
ROUVILLE
VERCHERES
ST HYACINTHE
RICHELIEU
YAMASKA
DRUMMOND
BAGOT
SHEFFORD
BROME
NICOLET
ARTHABASKA
MASKINONGE
ST MAURICE
CHAMPLAIN
HUNTINGDON
BEAUHARNOIS
CHATEAUGUAY
LA PRAIRIE
NAPIERVILLE
ST JOHN
IBERVILLE
MISSISQUOI
RICHMOND
SHERBROOKE
STANSTEAD
LOTBINIERE
MEGANTIC
WOLFE
COMPTON
LEVIS
DORCHESTER
BEAUCE
BELLECHASSE
MONTMAGNY
— QUEBEC —



Mrs. O. G. Brown.



Mr. O. G. Brown.

THE RESIDENCE OF **O. G. BROWN**, STANSTEAD TP., STANSTEAD CO., PQ., CON 8, LOT 18

ROLPH SMITH & Co TORONTO



John Little,
(DECEASED)
One of the first Settlers of Brant Tp.
ONT.



A. S. Elliot,
Chesley — ONT.



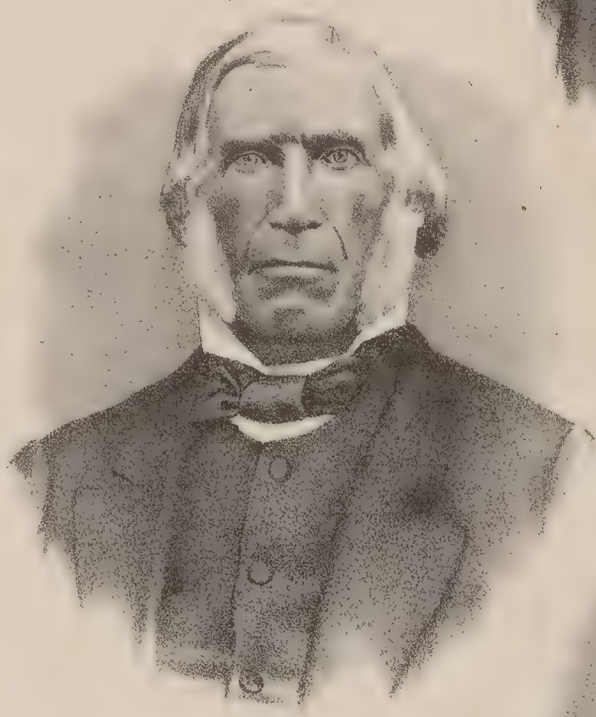
Duncan Kerr,
of
Brant Tp. ONT.



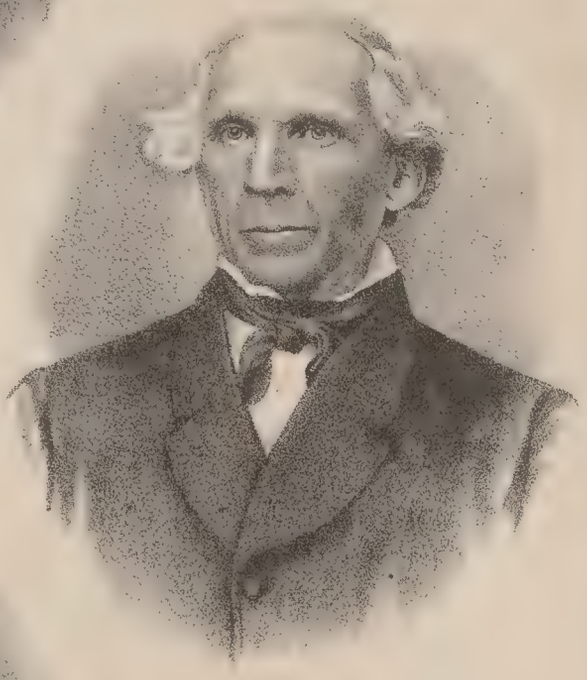
William Millar, J.P.
of Kincardine Tp.
ONT.



Thomas Todd,
One of the first Settlers in
Brant Tp, ONT.



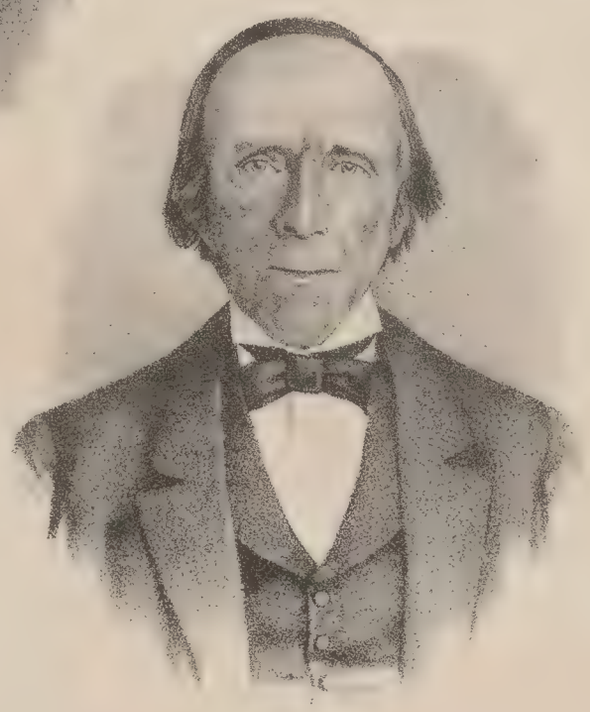
William Johnston
or "King Johnston"
1st Settler in Brant Tp.
ONT.



Andrew Bingham,
Pioneer of Carrick Tp,
ONT.



Christian Hassenjager.
2nd Settler in Hanover
ONT.



Richard Quinn
DEGEASED.
One of the 1st Settlers of Brant Tp,
ONT.



John Grainger,
BRANT TP, ONT.

PRINTED BY ROLPH, SMITH & Co TORONTO.

REFERENCES.

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Scale: 10 Miles per Inch.

Longitude West from Greenwich

73° 72° 71° 70° 69° 68°

46°

CHICOUTIMI

MISTASSINI · PERIBONKA · PARENT · RACINE · DELISLE · DENDURAND · ASHUAPMOUCHUAN · OUIATCHOUAN · ROBERVAL · CHARLEVOIS · METABECHOUAN · LAKE ST JOHN · L. of Calms · TACHE · BOURGET · SIMARD · TREMBLAY · HARVEY · LABARRE · KENOGAMI · JONQUIERES · CHICOUTIMI · ST GERMAIN · MESY · PLESSIS · LATERRIERE · LARTIGNES · SIMON · BAGOT · HEBERT · FERLAND · BREBOEUF · DUCHESNAY · PERIGNY · BOILEAU · LALLEMANT · SAGARD · DUMAS · SAGUENAY · ST JEAN · ALBERT · LA BROSSE · SAGUENAY RIVER · Eternity Bay · River St Marguerite · Les Petites Bergeronnes · TADOUSAC · L'Anse St Jean · Pointe au Boulet · Port au Persil · GALLIERE · CHAVEAU · MONTMURRAY · BAIE MURAY · SETTRINGTON · Les Eboulements · DU GOUFFRE · St Urbain de Charlevoix · St Agnes de Charlevoix · St Fidele · Murray Bay · Point à Pic · St Irenée · Clairvaux (sub.) · St Paul's Bay · St Anne de la Pocatiere · St Joachim · St Thomas de Dublin · St Roch des Aulnaies · St Pacome · St Andre · St Denis · St Antoine de la Riviere du Sud · St Pierre · St Jean Port Joli · St Louis · St Roch · St Thomas · St Aubert · St Jean · St Francois · St Laurent · St Jean · St Famille · St Pierre · St Jean · St Francois · St Laurent · St Famille · St Pierre · St Jean · St Francois · St Laurent · St Famille · St Pierre · St Jean · St Francois · St Laurent



"NESTLEDOWN" THE RES. OF S.W. FOSTER.



S. W. Foster.



"JUDGE FOSTER PARK." THE PROPERTY OF **SAMUEL W. FOSTER, ESQ**, SHERIFF OF THE DISTRICT OF BEDFORD, **KNOWLTON, QUE.**

R.N.WALSH

STORE AND RESIDENCE.

MILLS AND STORE OF **R.N.WALSH, ESQ**, DURHAM – **ORM**STOWN, CHATEAUGUAY Cº, P.Q.

NEW ATLAS OF THE DOMINION OF CANADA

— COUNTIES OF —

RIMOUSKI, BONAVENTURE
GASPE, ISLAND OF ANTICOSTI

— QUEBEC —

ALSO THE

— MAGDALEN ISLANDS —

ISLAND OF ANTICOSTI

MAGDALEN ISLANDS

REFERENCES.

- Post Office
- P.O. and Money Order Office
- P.O., Money Order Office and P.O. Savings Bank
- Telegraph Station
- Port of Entry
- Railways completed
- Railways in progress
- Distances between Towns over Post Roads. Scale, 10 Miles per Inch.

RIMOUSKI
BONAVENTURE
GASPE
BAY CHALEUR



THE GROUNDS OF THE VERMONT & CANADA NURSERIES, W. M. BURPEE & Co. PROPRS HEAD OFFICE: BEEBE PLAIN, QUE



LA-MALMAISON THE RESIDENCE OF **F.G.DES RIVIERES**, STANBRIDGE TP, MISSISQUOI CO. QUE.

RESIDENCE AND TANNERY OF **DUNN BROS**, STANBRIDGE, MISSISQUOI CO. QUE.



RESIDENCE OF **GEO. WESTON ESQ**, EAST HATLEY, QUE



RESIDENCE OF **J. BROSSEAU ESQ**, ST ARMAND, MISSISQUOI CO. QUE.

NEW ATLAS OF THE DOMINION OF CANADA

— COUNTIES OF —

MADAWASKA, RESTIGOUCHE
VICTORIA, NORTHUMBERLAND,
GLOUCESTER, KENT,

— NEW BRUNSWICK —

REFERENCES.

- Post Office
- P.O. and Money Order Office
- P.O., Money Order Office and P.O. Savings Bank
- Telegraph Station
- Port of Entry
- Railways completed
- Railways in progress
- Distances between Towns over Post Roads.

Longitude West from Greenwich

68° 67° 66° 65° 64°

47



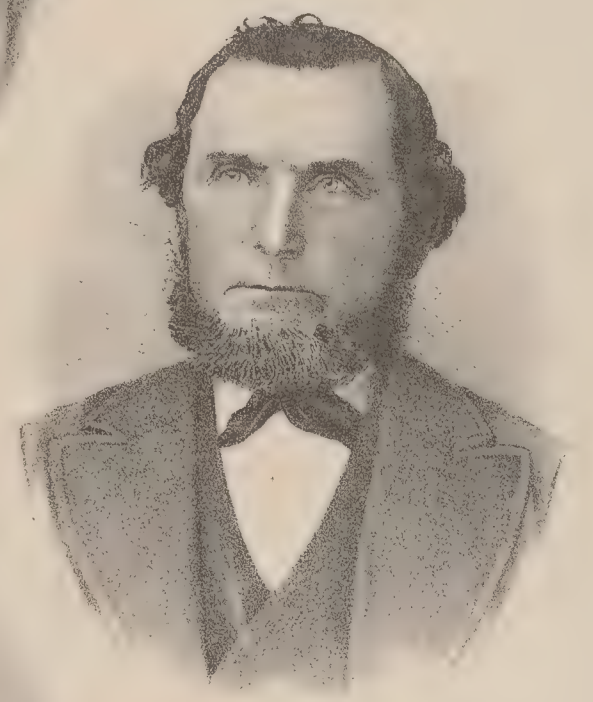
Jas Taylor M.D.
TARA. ONT



Wm. Sloan M.D.
BLYTH, ONT.



John Hunter,
Kincardine (Town Clerk)



Michael Fischer,
Many Years Reeve of CARRICK,
BRUCE CO, ONT.



Richard Rivers,
President of the Nthn Exhibtn Socty.
WALKERTON. ONT.



John S. Tolton,
WALKERTON, ONT.



Peter Stewart McLaren,
BRUCE TP. - BRUCE CO.
ONT.



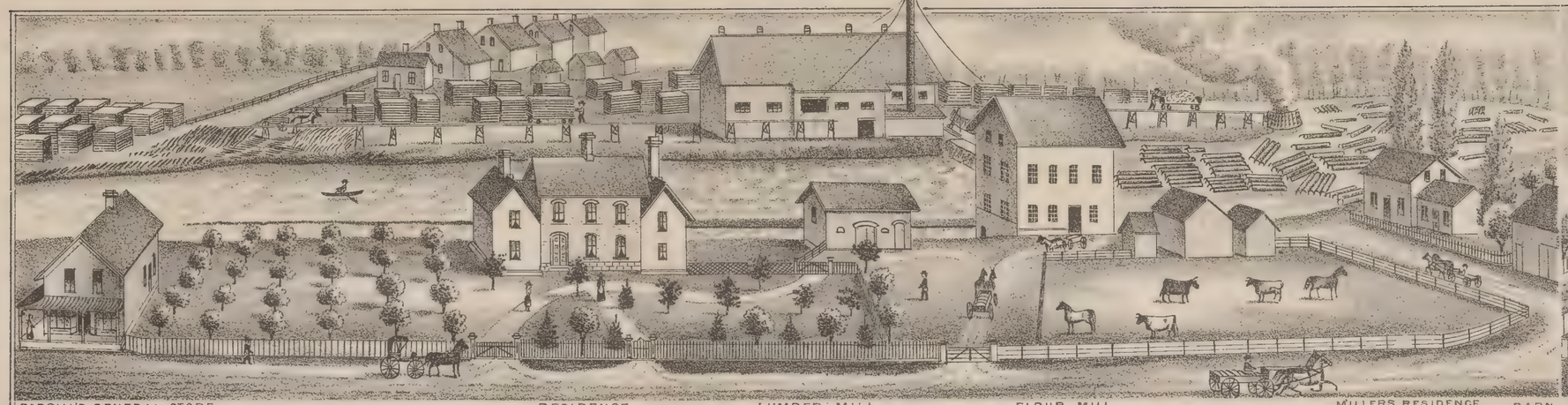
D.A MacCrimmon M.D.
LUCKNOW, ONT.



James Murphy M.D.
MILDMAY, ONT.



Edward Mc Donald.
Deputy Reeve of WALKERTON.
ONT.

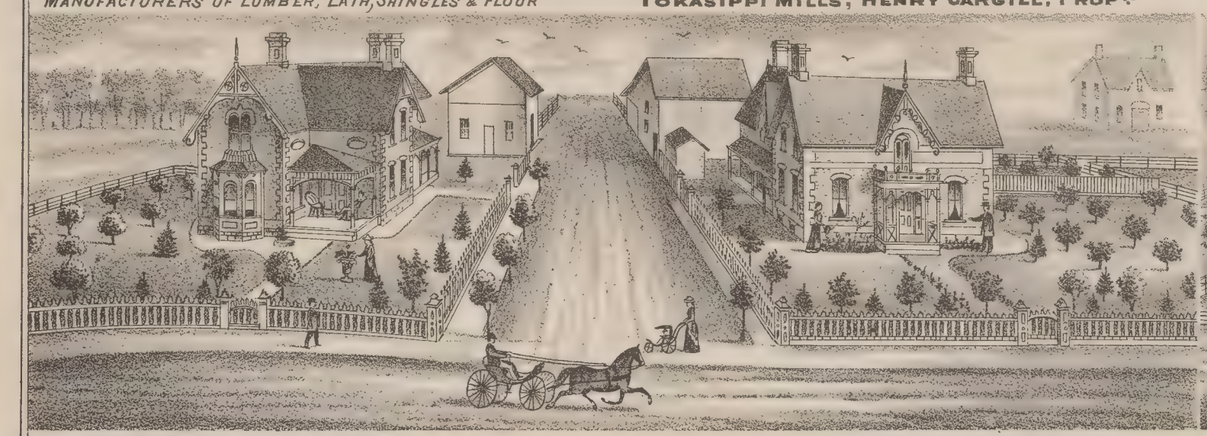


CARGILL'S GENERAL STORE TENEMENT HOUSES RESIDENCE LUMBER MILL FLOUR MILL MILLERS RESIDENCE BARN

MANUFACTURERS OF LUMBER, LATH, SHINGLES & FLOUR — YOKASIPPI MILLS, HENRY CARGILL, PROP'R — YOKASIPPI, BRUCE COUNTY, ONTARIO.



RES. OF A.S. ELLIOT, CHESLEY, BRUCE CO, ONT.

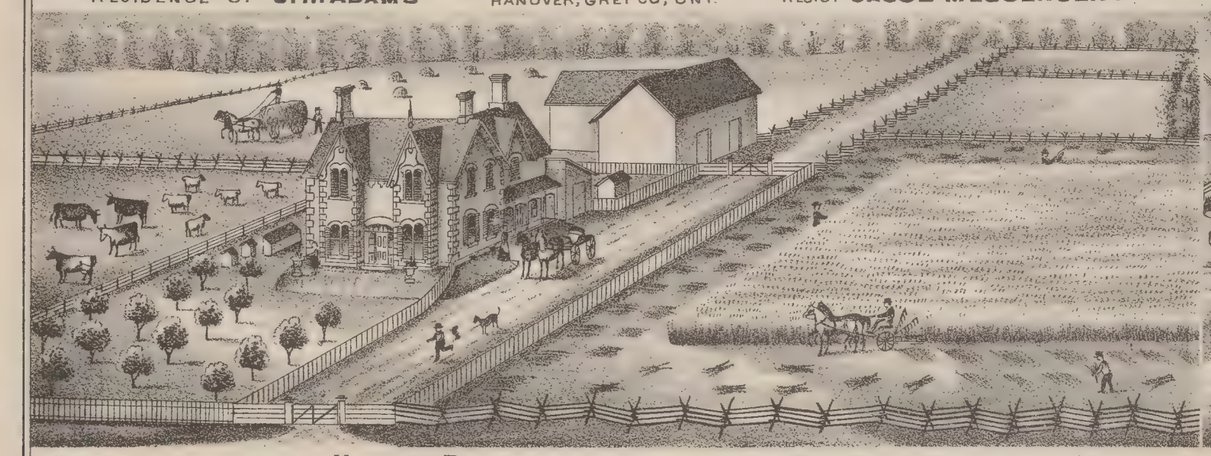


RESIDENCE OF J.H. ADAMS HANOVER, GREY CO, ONT.

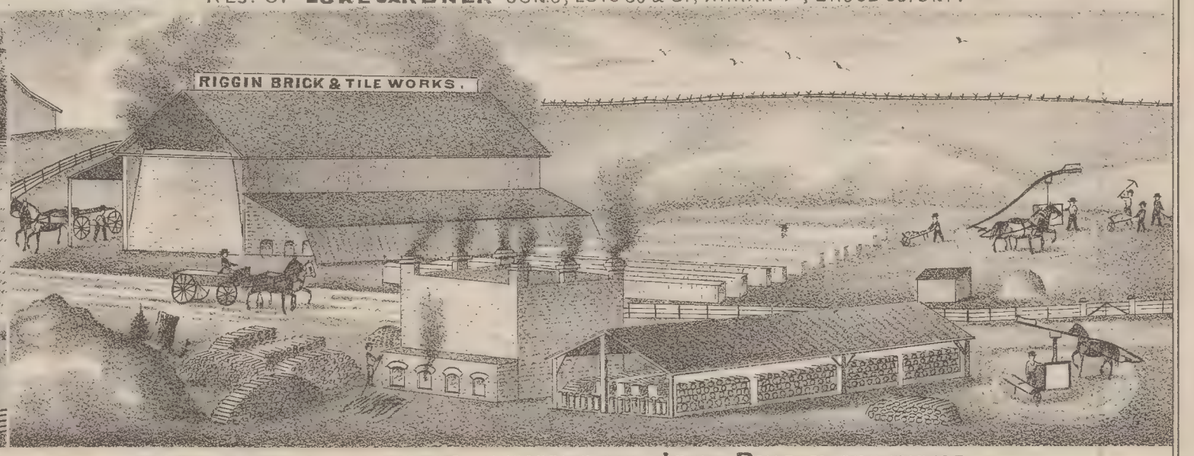
RES. OF JACOB MESSENGER.



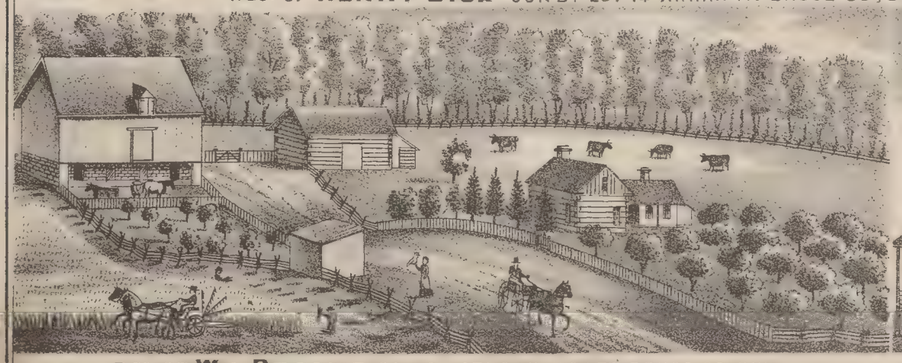
RES. OF LUKE GARDNER CON. 8, LOTS 30 & 31, ARRAN TP, BRUCE CO. ONT.



RES. OF HENRY DICK CON B. LOT 14 ARRAN TP. BRUCE CO, ONT.



RIGGIN BRICK & TILE WORKS, KINCARDINE ONT, JOHN RIGGIN PROPRIETOR.



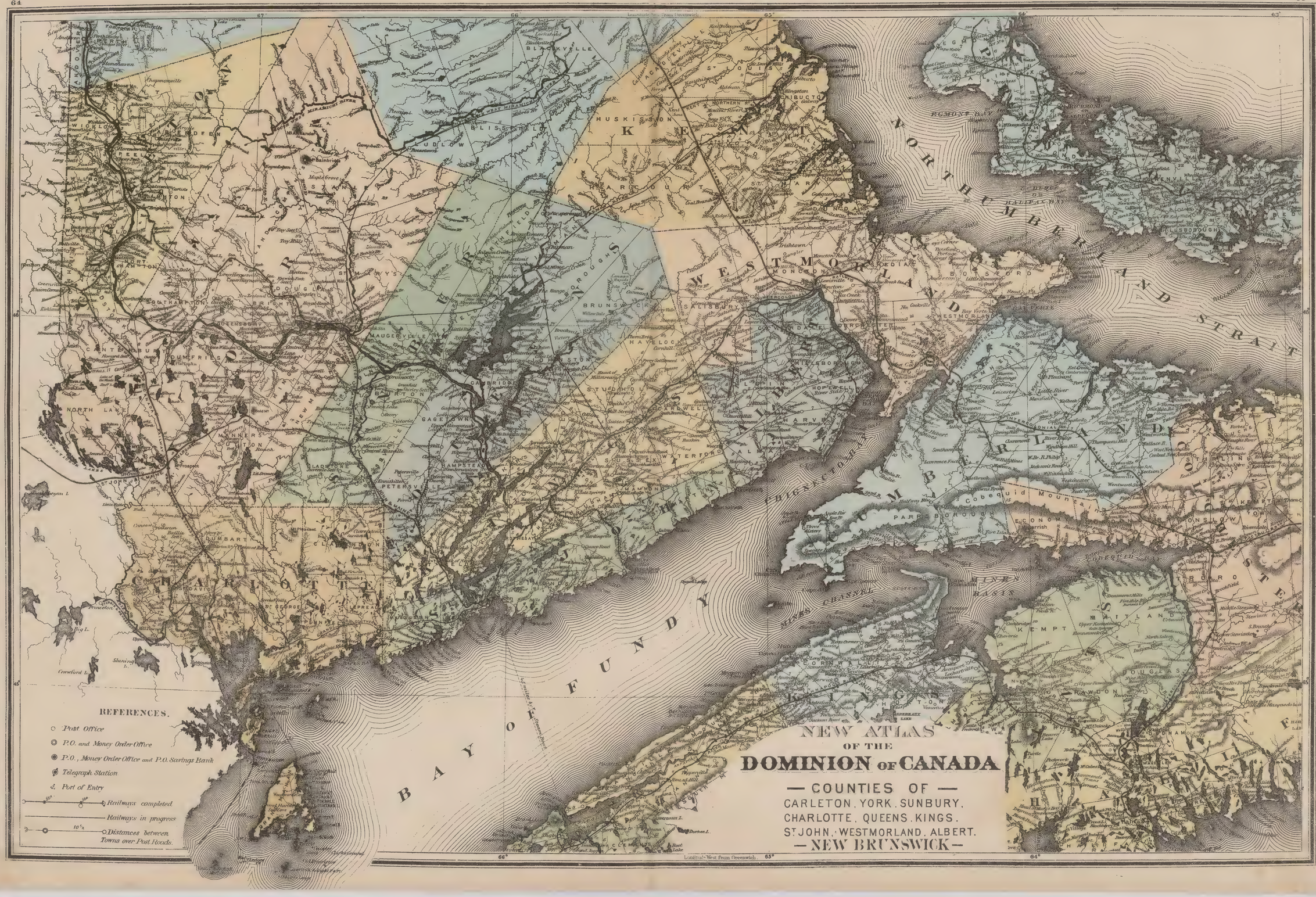
RES OF WM. BROCKIE, CON 16, LOT 1, GREENOCK TP. BRUCE CO. ONT.



ROB'T SCOTT'S GRAIN WAREHOUSE, PAISLEY, BRUCE CO. ONT



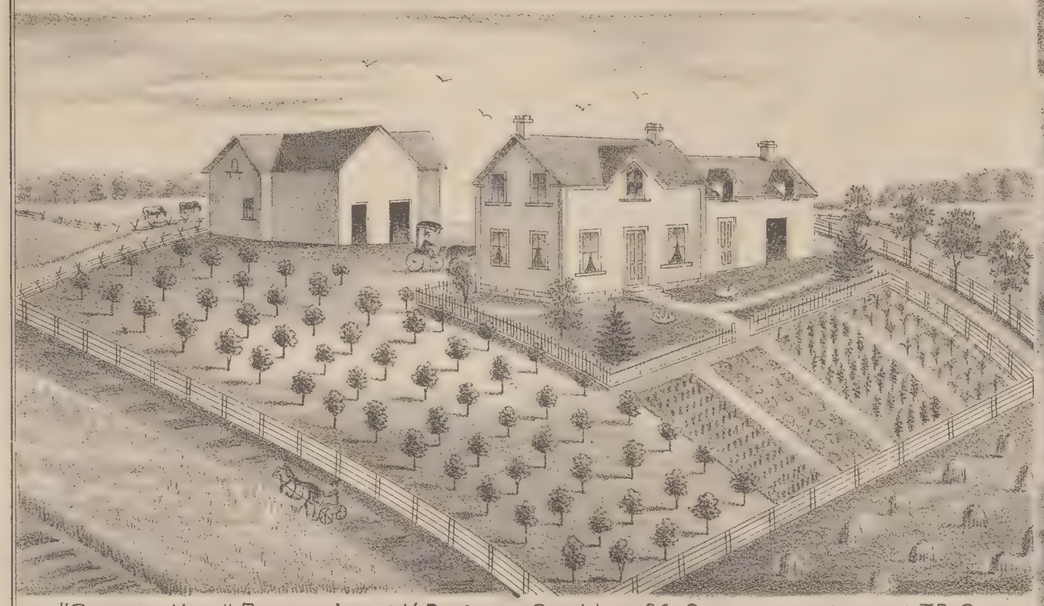
RES. OF LEWIS LAMB, CON A. LOT 37, GREENOCK TP. BRUCE CO.


NORTHUMBERLAND STRAIT
BAY OF FUNDY
NORTHUMBERLAND
WESTMORLAND
KENT
ALBERT
QUEENS
SUNBURY
YORK
CARLETON
CHARLOTTE
KINGS
ST JOHN
Fredericton
St John
Moncton
Chatham
Newcastle
Woodstock
St Stephen
St Andrews
REFERENCES.
Post Office
P.O. and Money Order Office
P.O., Money Order Office and P.O. Savings Bank
Telegraph Station
Port of Entry
Railways completed
Railways in progress
Distances between Towns over Post Roads.
NEW ATLAS
OF THE
DOMINION OF CANADA
— COUNTIES OF —
CARLETON, YORK, SUNBURY,
CHARLOTTE, QUEENS, KINGS,
ST JOHN, WESTMORLAND, ALBERT.
— NEW BRUNSWICK —
Longitude West from Greenwich
66°
65°
64°
45°

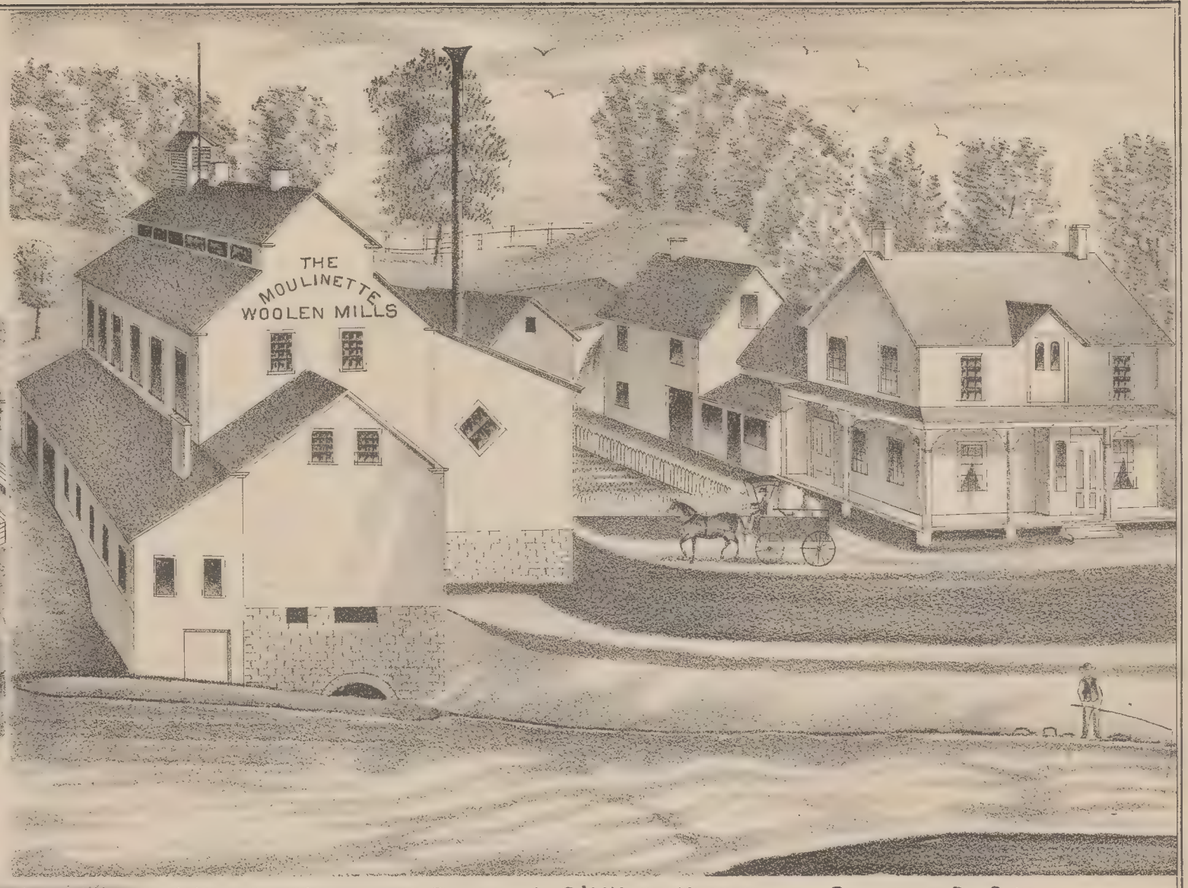


RES. OF THE LATE ANDREW HODGE, CORNWALL, ONT.

THE CORNWALL MILLS. WOOLEN, FLOURING AND PLANING MILLS, (LATE ANDREW HODGE,) CORNWALL, STORMONT CO. ONT.



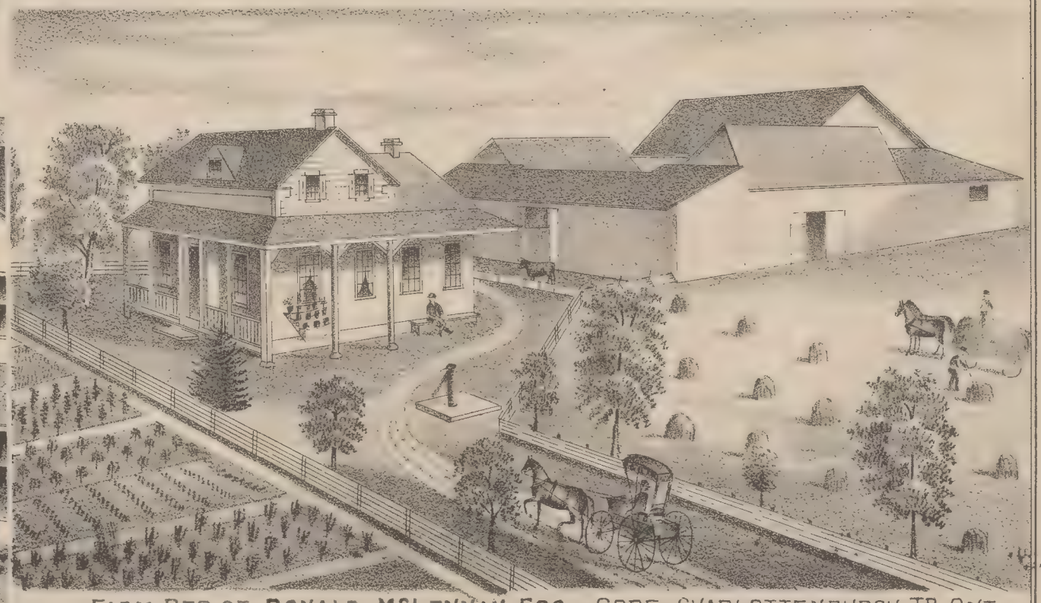
"CHERRY HILL" RES. OF JAMES H. DOHERTY CON. I, LOT 24, CHARLOTTENBURGH TP, ONT.



WOOLEN MILLS, AND RES. OF J.& C.H. WOOD, MOULINETTE, STORMONT CO. ONT.
CUSTOM WORK A SPECIALTY.



RES. OF W. KEZAR ESQ. MERCHANT, MILLE ROCHES, STORMONT CO. ONT.



FARM RES. OF DONALD McLENNAN ESQ. GORE, CHARLOTTENBURGH TP, ONT.

NEW ATLAS
OF THE
DOMINION OF CANADA
— COUNTIES OF —
YARMOUTH, DIGBY, SHELBURNE,
ANNAPOLIS, QUEENS, KINGS,
LUNENBURG, HANTS, HALIFAX.
— NOVA SCOTIA —

REFERENCES.

- Post Office
- P.O. and Money Order Office
- P.O., Money Order Office and P.O. Savings Bank
- Telegraph Station
- Port of Entry
- Railways completed
- Railways in progress
- Distances between Towns over Post Roads
- Gold Mines. Coal Mines.

BAY OF FUNDY

CHIGNECTO CHANNEL

MINAS CHANNEL

MINAS BASIN

CUMBERLAND

COLCHESTER

PICTOU

GUYSBOROUGH

ANTIGONISH

HALIFAX

HANTS

KINGS

ANNAPOLIS

DIGBY

YARMOUTH

SHELBURNE

QUEENS

LUNENBURG

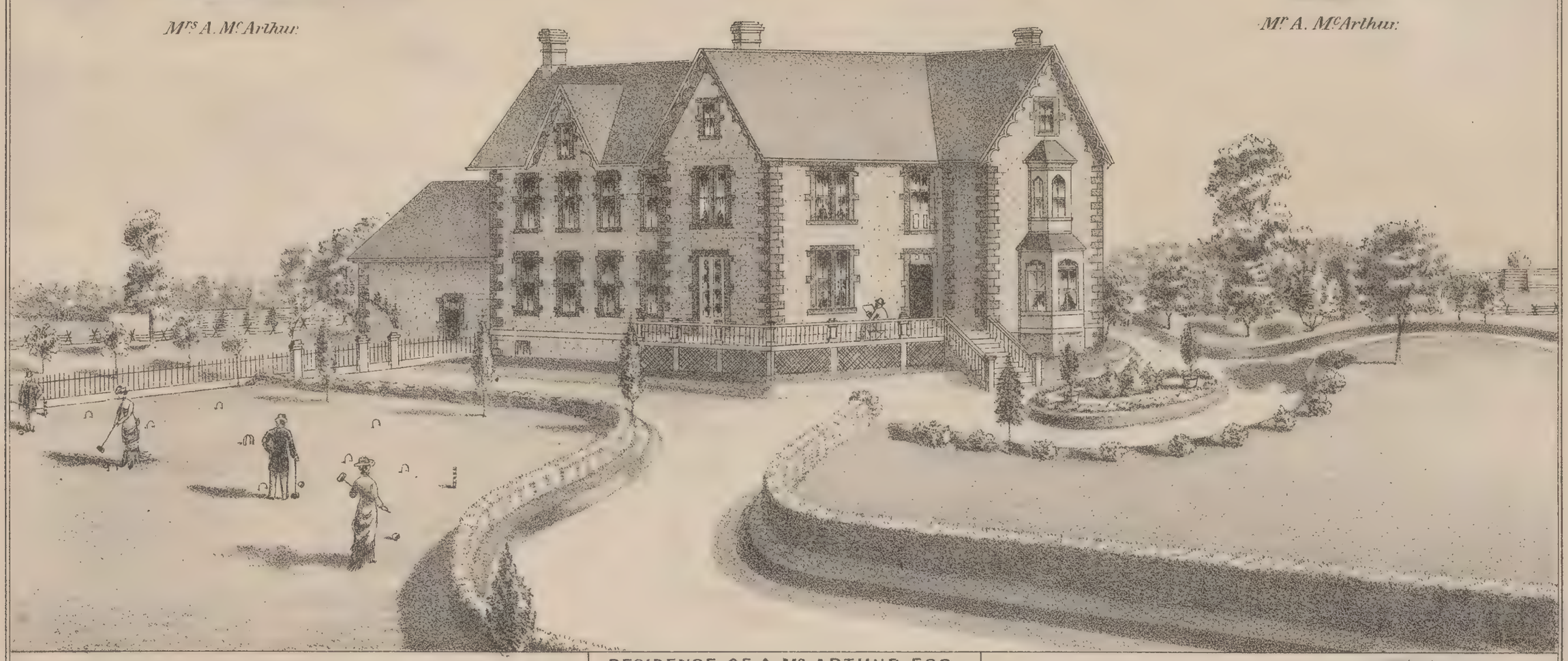
Longitude West from Greenwich



Mrs A. McArthur.



Mr A. McArthur.



RESIDENCE OF A. Mc ARTHUR, ESQ.



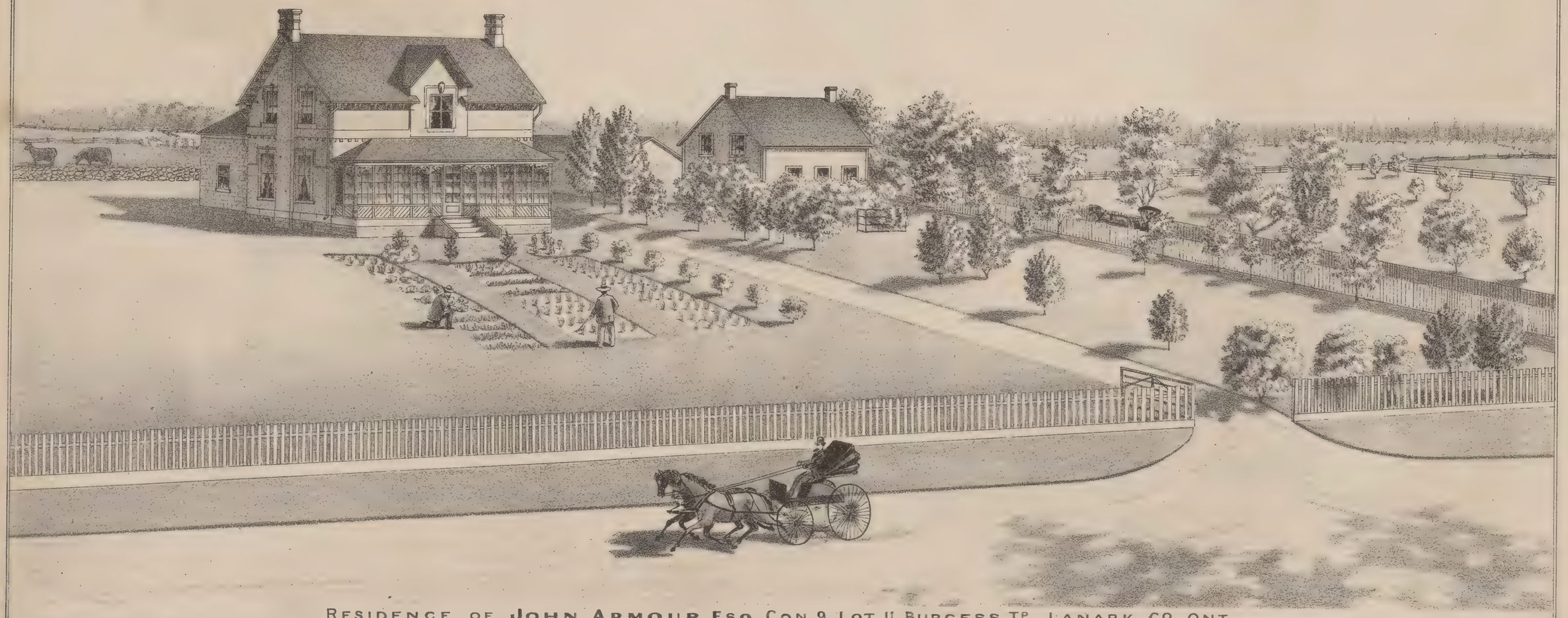
RES. AND WOOLLEN FACTORY OF A. Mc ARTHUR, ESQ, CARLETON PLACE, ONT.



Mrs John Armour.



Mr John Armour.



RESIDENCE OF **JOHN ARMOUR**, ESQ, CON 9, LOT 11, BURCESS TP, LANARK CO, ONT.

64° Longitude West from Greenwich 63° 61°

REFERENCES.

- Post Office
- P.O. and Money Order Office
- P.O., Money Order Office and P.O. Savings Bank
- Telegraph Station
- Port of Entry
- Railways completed
- Railways in progress
- Distances between Towns over Post Roads.
- Gold Mines. Coal Mines.

PRINCE EDWARD ISLAND

NORTHUMBERLAND STRAIT

ST GEORGES BAY

CHEDABUCTO BAY

NEW ATLAS OF THE DOMINION OF CANADA

— COUNTIES OF —

CUMBERLAND, COLCHESTER, PICTOU
ANTIGONISH, GUYSBOROUGH

— NOVA SCOTIA —

INVERNESS, CAPE BRETON,
VICTORIA, RICHMOND,

— CAPE BRETON —

PRINCE, QUEENS, KINGS,
PRINCE EDWARD ISLAND

63° Longitude West from Greenwich 61° 60°



Philip Cress.



Henry Zinkan



Isaac E. Bowman

TANNERY & RESIDENCES OF **ZINKAN, CRESS & Co,** PORT ELGIN, ONTARIO
MANUFACTURERS OF SPANISH SOLE LEATHER

"SUMMERHILL FARM" RESIDENCE OF **PETER ARKELL,** CON 9, LOTS 10 & 11, CULROSS TP, BRUCE CO, ONTARIO.
BREEDER OF PURE DURHAM CATTLE, COTSWOLD SHEEP AND BERKSHIRE PIGS,

MAP OF MANITOBA AND THE NORTH WEST TERRITORY

SCALE OF MILES

10 9 8 7 6 5 4 3 2 1 0 10 20 30 40 Miles

TOWNSHIP DIAGRAM
showing the manner of
NUMBERING THE SECTIONS.

31	32	33	34	35	36
30	29	28	27	26	25
19	20	21	22	23	24
18	17	16	15	14	13
7	8	9	10	11	12
6	5	4	3	2	1

REFERENCES.

Range Numbers I. II. III. IV.
Township Do 1. 2. 3. 4. 5.
Section Do 1. 2. 3. 4. 5. 6. 7.

Long. West from Greenwich 101 100°50 100 99°50 99 98°50 98 97°50 97 96°50 96

50°30 50 49°30 49

Long. West from Washington 24°30 24 23°30 23 22°30 22 21°30 21 20°30 20 19°30

LAKE MANITOBA

LAKE WINNIPEG

INTERNATIONAL BOUNDARY

FIRST BASE LINE

NEW SURVEYED LINE

OLD SURVEYED LINE

PROPOSED R.R. TO THE SOURIS COAL BEDS

PROPOSED R.R. TO ROCKY MOUNTAINS

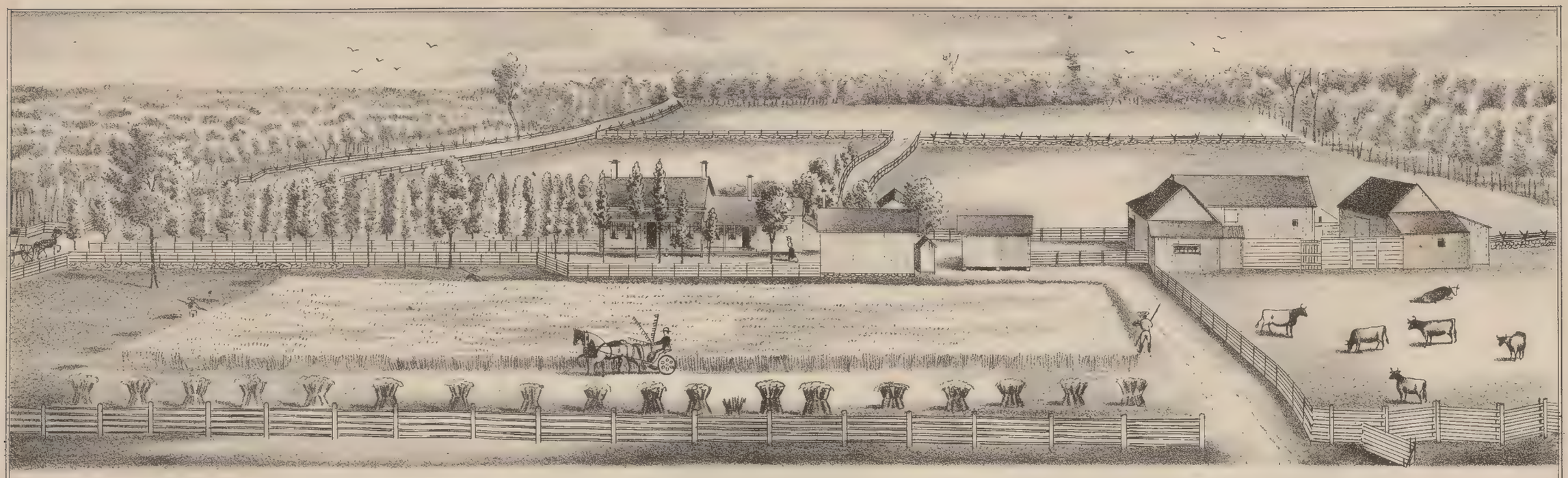
CANADA PACIFIC RAILWAY

PRINCIPAL MERIDIAN

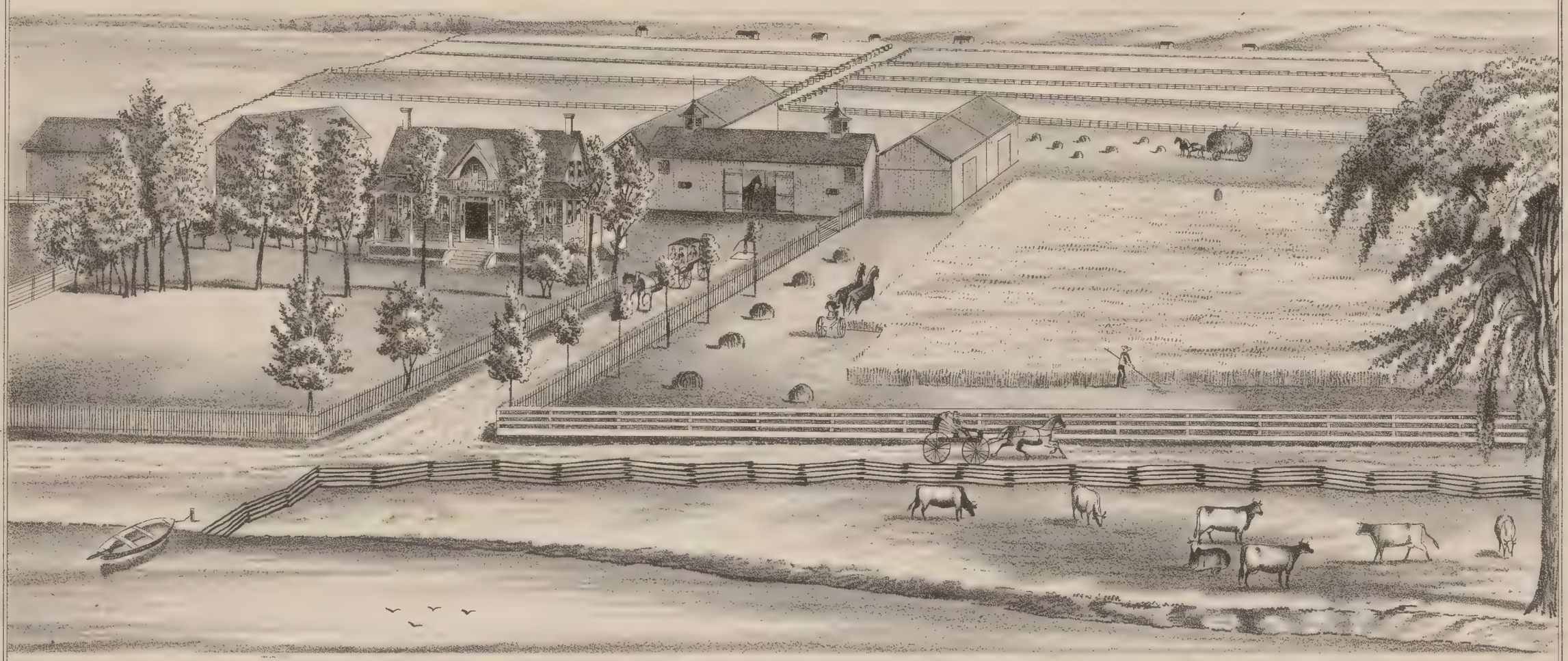
WINNIPEG

DAKOTA

MINNESOTA



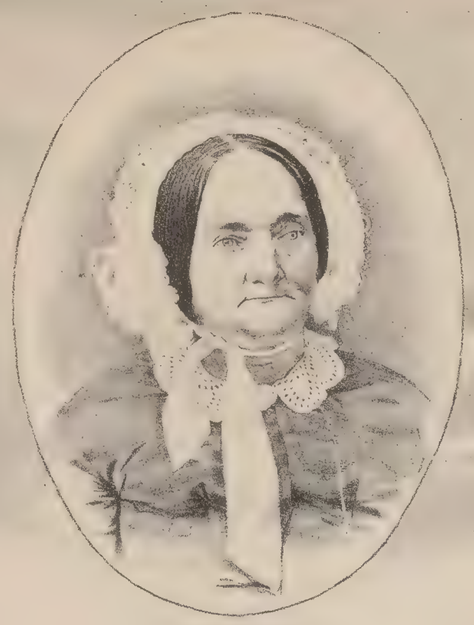
THE RES. OF **JAMES RENNIE ESQ**, ROCKBURN, HINCHINBROOK TP., HUNTINGDON CO. QUE



THE RES. OF **THOS. WHITE ESQ**, HINCHINBROOK TP., HUNTINGDON CO. P.Q



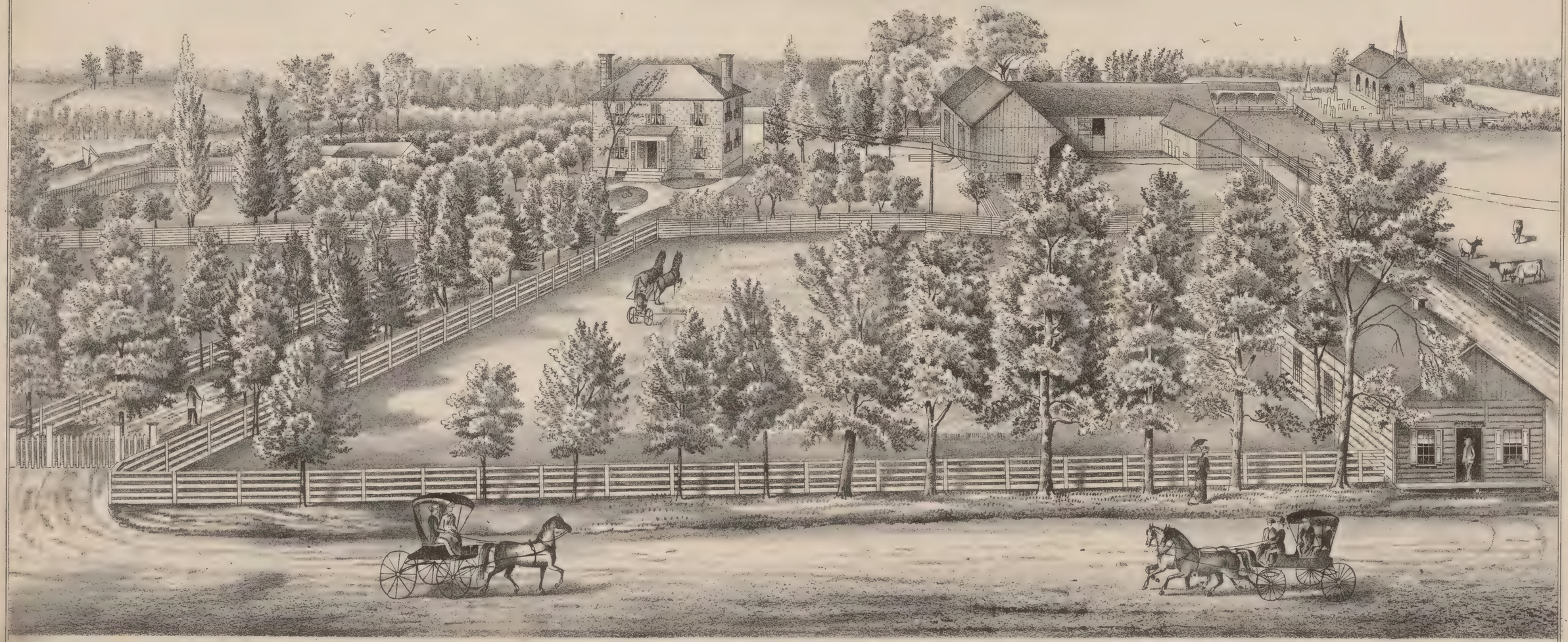
THE RES. OF **Wm CUNNINGHAM ESQ**, LOT 20, RANGE 5, GODMANCHESTER TP., HUNTINGDON CO. P.Q.



Mrs. John Mac Donald.



John Mac Donald.



"ROSEBANK" THE RESIDENCE OF LT. COL. **JOHN MAC DONALD**, LA GUERRE, HUNTINGDON CO. P.Q.

MAP OF BRITISH COLUMBIA

COMPILED FROM THE
MAP OF THE PROVINCE
RECENTLY PREPARED
under the direction of the
HON. J.W. TRUTCH
Lieut. Gov.r of the Province
WITH ADDITIONS FROM THE
MAPS OF THE POST OFFICE DEPARTMENT.

Scale of Miles.
0 10 20 30 40 50 60 70 80 90 100

ALASKA
DIXON ENTRANCE
PRINCE OF WALES ARCHIPELAGO
REVILLA GIGEDO I.
CHARLOTTE I.
QUEEN
CHARLOTTE
MADRESBY I.
KNIGHT I.
PITT I.
HOWE SOUND
QUADRA
VANCOUVER
NORTH PACIFIC OCEAN
NORTH WESTERN TERRITORY
NEW CALEDONIA
CARIBOO
WASHINGTON
SKEENA RIVER
FRANCOIS LAKE
FRASER RIVER
ARISTAZABAL I.
PORT ESSINGTON
FORT SIMPSON
FORT GEORGE
FORT ST JAMES
FORT FRASER
FORT McLEOD
FORT ALEXANDRIA
FORT KAMLOOPS
FORT HOPE
FORT YALE
FORT LANGLEY
FORT COLVILLE
FORT ASSINEBOINE
FORT DUNVEGAN
FORT VERMILION
FORT CHIPEWYAN
FORT GARRY
FORT ALBERNI
FORT RUPERT
FORT McLOUGHLIN
FORT HALKETT
FORT CONNOLLY
FORT McPHERSON
FORT YUKON
FORT SELKIRK
FORT LA HACHE
FORT SHEPHERD
FORT KLISPELLE
FORT OKANAGAN
FORT WALLA WALLA
FORT COLVILLE

"GLEN WOOD," THE RESIDENCE OF ALEXANDER WOOD ESQ., SMITH'S FALLS, ONT.

RESIDENCE

RESIDENCE & FARM OF PETER McLAREN ESQ. PERTH, ONT.

MAP
OF PART OF THE
NORTH WEST TERRITORY
including the
PROVINCE OF MANITOBA
SHOWING ALSO THE ROUTE
OF THE
CANADA PACIFIC RAILWAY

Scale of Miles.
0 10 20 30 40 50 60 70 80 90 100

REFERENCES.
Mounted Police Stations, are marked thus
Indian Reserves
Roads, Trails, &c.
Heights above the Sea are marked in feet

Map showing the
DAWSON ROUTE
also
THE ROUTE OF
PACIFIC RAILWAY
From Thunder Bay to Fort Garry.

BOUNDARY BETWEEN THE DOMINION OF CANADA AND THE UNITED STATES

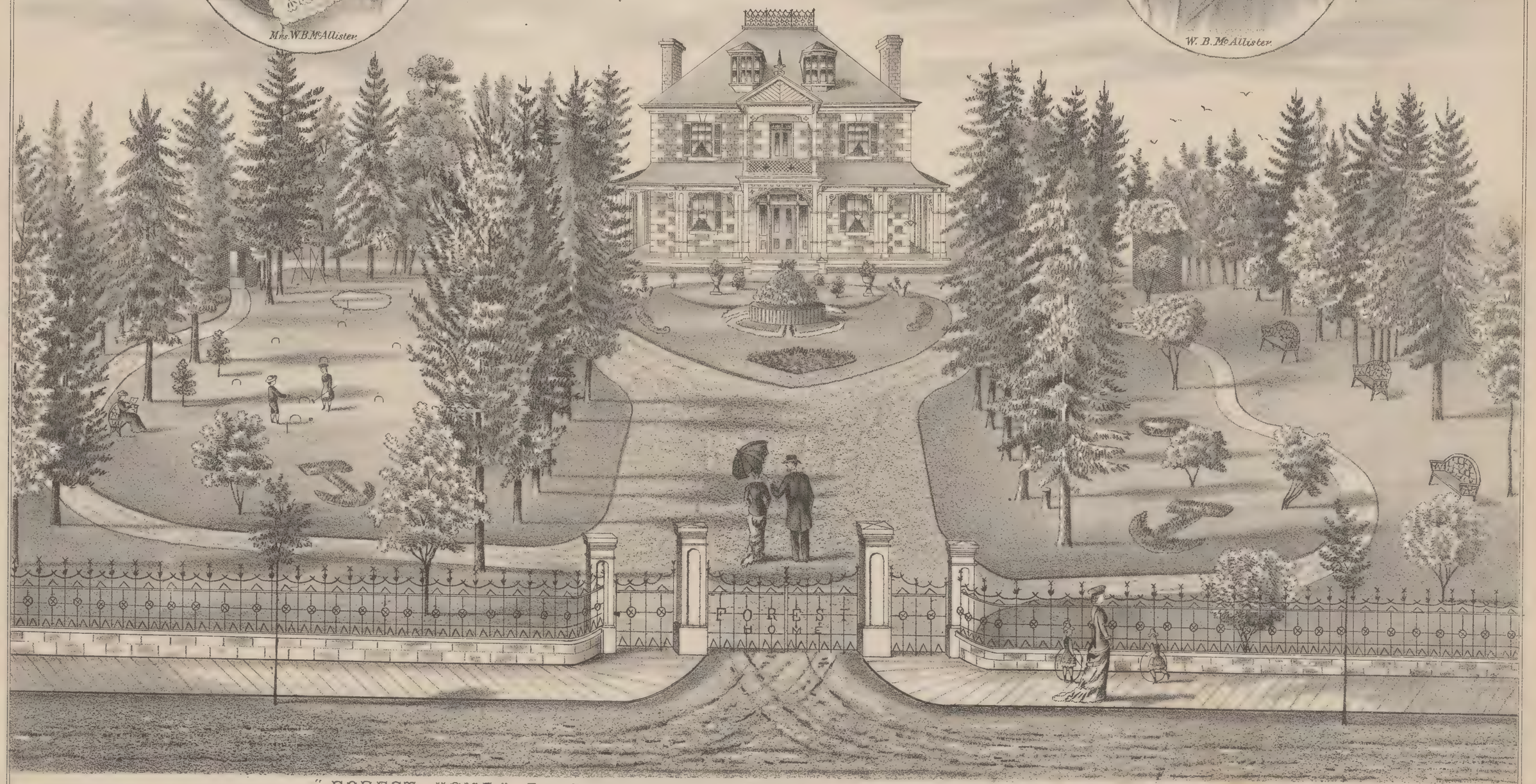
Longitude West from Greenwich



Mrs. W.B. McAllister.



W. B. McAllister.



"FOREST HOME" THE RESIDENCE OF W. B. McALLISTER ESQ., PEMBROKE, ONT.



RESIDENCE & MILLS OF **BOYD CALDWELL ESQ.**, LANARK, ONT., *MANUFACTURER OF WOOLEN GOODS & DEALER IN LUMBER & SQUARE TIMBER.*

MAP
SHOWING THE
ELECTORAL DIVISIONS
OF THE
DOMINION of CANADA.

SHEET No2

Scale 30 Miles per Inch.

MAP
SHOWING THE
ELECTORAL DIVISIONS
OF THE
DOMINION OF CANADA.
SHEET No 1.

Scale 30 Miles to one inch

GULF OF ST LAWRENCE

BAY OF CHALEURS

BAY OF FUNDY

Magdalen Islands

Anticosti

Prince Edward Island

Cape Breton Island

Gaspe

Bonaventure

Restigouche

Gloucester

Northumberland

Kent

Westmorland

Albert

Saint John

Charlotte

Victoria

Carleton

York

Sunbury

Queens

Lunenburg

Shelburne

Yarmouth

Digby

Annapolis

Kings

Hants

Halifax

Colchester

Cumberland

Pictou

Antigonish

Guysborough

Richmond

Inverness

Victoria

Cape Breton

Scale 30 Miles to one inch

91

84 83 82 81 80 79 Longitude West from Greenwich 78 77 76 75 74 73 72

47 46 45 44 43 42

GEOLOGICAL MAP OF CANADA AND NEWFOUNDLAND

Derived from the Results of

THE CANADIAN GEOLOGICAL SURVEY

and from the Labors of

Dr J.W. DAWSON, Professors JAMES ROBB, J.B. JUKES and Others.

PUBLISHED ORIGINALLY IN 1866,

BY

SIR W.E. LOGAN, F.R.S., etc.

Late Director of the Geological Survey of Canada

SHEET No 3.

Director of the Geological Survey of Canada

Scale 1 : 6,336,000

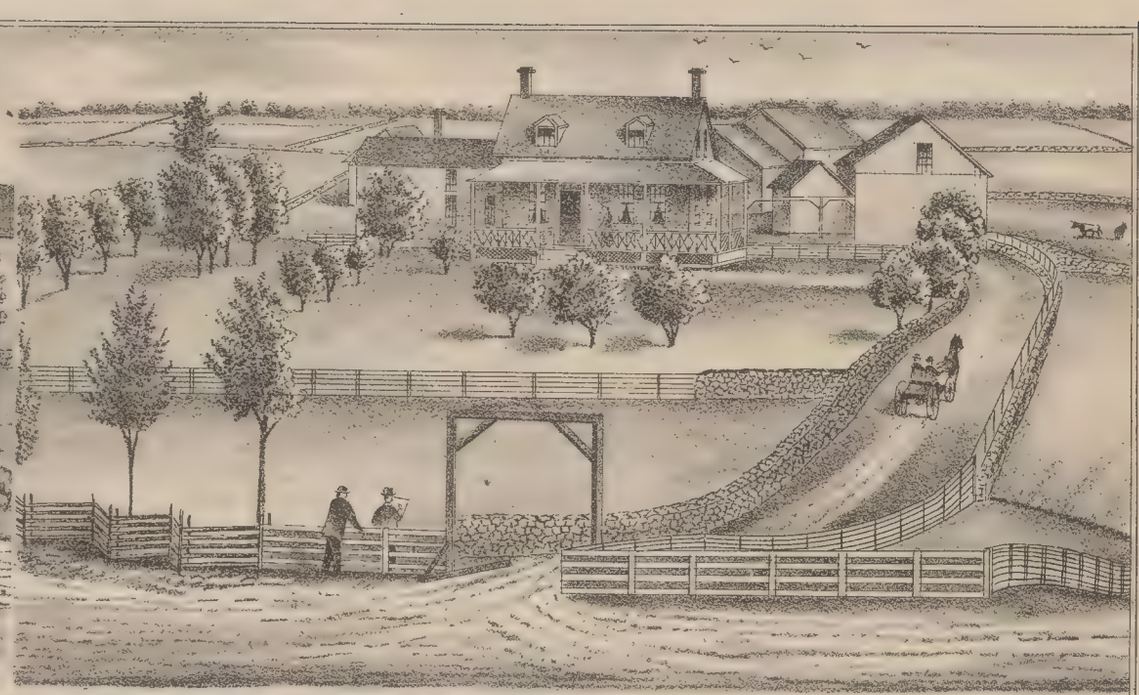
EXPLANATION OF THE COLORS.

8 *Trenton*	14 *Guelph*
7 *Birdseye & Black River*	13 *Niagara*
6a *Chazy*	12 *Clinton*
6 *Sillery*	11 *Medina & Oneida*
5b *Lauzon*	10 *Hudson River*
5a *Levis*	9 *Utica*
5 *Calciferous*	28 *Tertiary*
4 *Potsdam*	27 *Cretaceous*
3 *Huronian*	26 *Trias*
2 *Upper Laurentian or Labrador*	25 *Permian*
1 *Lower Laurentian*	24 *Upper Carboniferous limestone*
19 *Chemung & Portage*	23 *Coal Measures*
18 *Hamilton*	22 *Bonaventure*
17 *Carniferous & Oriskany*	21 *Lower Carboniferous limestone*
16 *Lower Helderberg*	20 *Old red*
15 *Onondaga*	1 *Greenstone*
	g *Granite &c*

32 31 30 79 Longitude West from Greenwich 78 77 76 75 74 73



THE RES. OF **D.C. BOYCE ESQ**, HINCHINBROOKE TP., HUNTINGDON CO., P.Q.



THE RES. OF **LEONARD H. HALL ESQ**, FRANKLIN TP, HUNTINGDON CO., P.Q.



THE RES. OF **WM WALSH ESQ**, HUNTINGDON, P.Q.



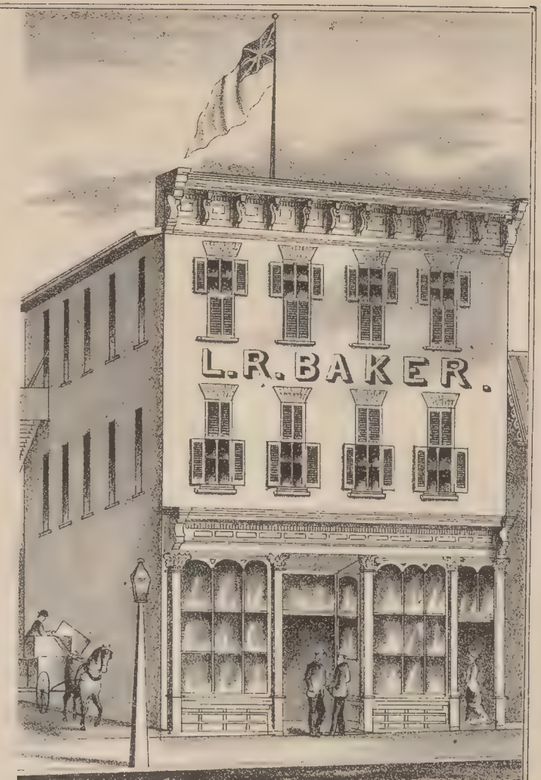
STORE & RES. OF **ANDREW OLIVER ESQ**, ROCKBURN, HUNTINGDON CO., P.Q



THE RES. OF **DAVID WHITE ESQ**, GODMANCHESTER TP, HUNTINGDON CO. P.Q



"HILLSIDE" THE RES. OF **W. H. WALKER ESQ**, GODMANCHESTER TP, HUNTINGDON CO, P.Q.



L.R. BAKER, DEALER IN DRY GOODS, GROCERIES, WINES AND LIQUORS, BOOTS & SHOES, HARDWARE, CROCKERY, HATS & FURS, COALS, PLASTER AND SALT — ALSO — IN ALL KINDS OF GRAIN AND FARMERS PRODUCE, BEAUHARNOIS, P.Q.



MILLS AND RES. OF **COL. A. HENDERSON ESQ**, HUNTINGDON, HUNTINGDON CO, P.Q

98

99

72 71 70 69 68 67 Longitude West from Greenwich 66 65 64 63 62 61 60

49 48 47 46 45 44

GEOLOGICAL MAP OF CANADA AND NEWFOUNDLAND

Derived from the Results of

THE CANADIAN GEOLOGICAL SURVEY

and from the Labors of

DR. J.W. DAWSON, PROFESSORS JAMES ROBB, J.B. JUKES AND OTHERS.

PUBLISHED ORIGINALLY IN 1866,

BY

SIR W.E. LOGAN, F.R.S., ETC.

Late Director of the Geological Survey of Canada.

SHEET No 2

F.R.S., F.G.S.

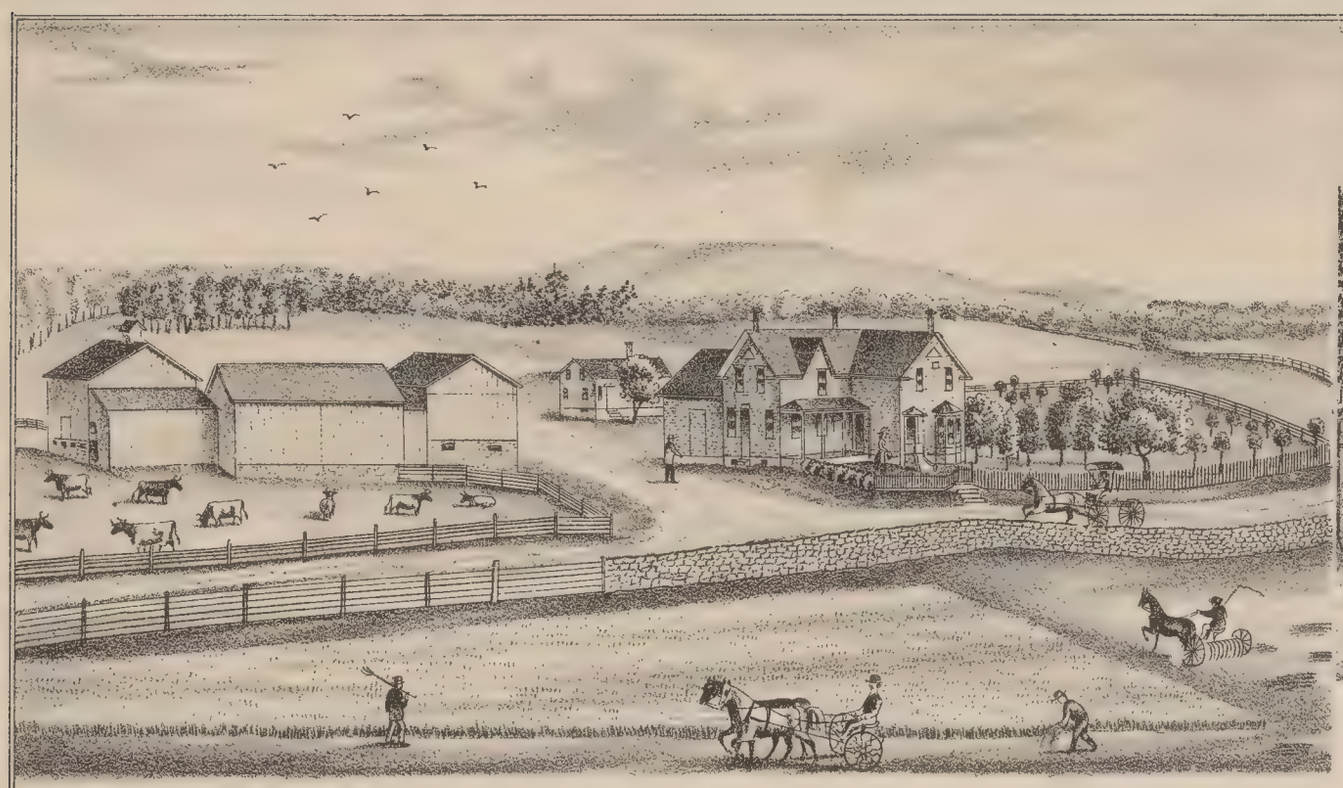
Director of the Geological Survey of Canada.

Scale 1/1 000 000

EXPLANATION OF THE COLORS.

8 *Trenton*	19 *Chemung & Portage*	28 *Tertiary*
7 *Birdseye & Black River*	18 *Hamilton*	27 *Cretaceous*
6a *Chazy*	17 *Corniferous & Oriskany*	26 *Trias*
6 *Sillery*	16 *Lower Helderberg*	25 *Permian*
5b *Lauzon*	15 *Onondaga*	24 *Upper Carboniferous limestone*
5a *Levis*	14 *Guelph*	23 *Coal Measures*
5 *Calciferous*	13 *Niagara*	22 *Bonaventure*
4 *Potsdam*	12 *Clinton*	21 *Lower Carboniferous limestone*
3 *Huronian*	11 *Medina & Oneida*	20 *Old red*
2 *Upper Laurentian or Labrador*	10 *Hudson River*	1 *Greenstone*
1 *Lower Laurentian*	9 *Utica*	g *Granite &c*

Longitude West from Greenwich.



RES OF **JAS. Mc LAUGHLIN**, WEST BOLTON, BROME CO. QUE.



RES. OF **F.T. BOARDMAN ESQ**, VICARS, HUNTINGDON CO. QUE.



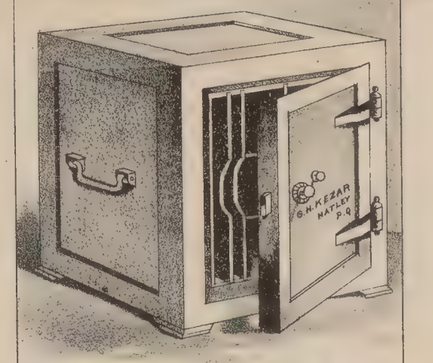
RES. OF **W. A. WILLIAMS ESQ**, BOLTON TP. BROME CO. QUE.



BAY WOOLLEN MILLS. ESTABLISHED 1858. THE PROPERTY OF **J. B. ROBERT ESQ**, BEAUHARNOIS, BEAUHARNOIS CO. QUE.



THE RES. OF **A. H. MOORE ESQ**, MAGOG, STANSTEAD CO, QUE.



These safes are manufactured by G. H. Kezar, of Hatley, P.Q., which he claims are eminently adapted for Farmers and persons in a small way of business It is perfectly fire-proof and as secure from the attacks of burglars as most safes. It is fitted with a combination lock which can be changed at will, and it possesses the advantage of being supplied at a very small cost.



THE GRANGE-RES. OF **W. B. JOHNSON ESQ**, JOHNSON'S STATION, HUNTINGDON CO. QUE.

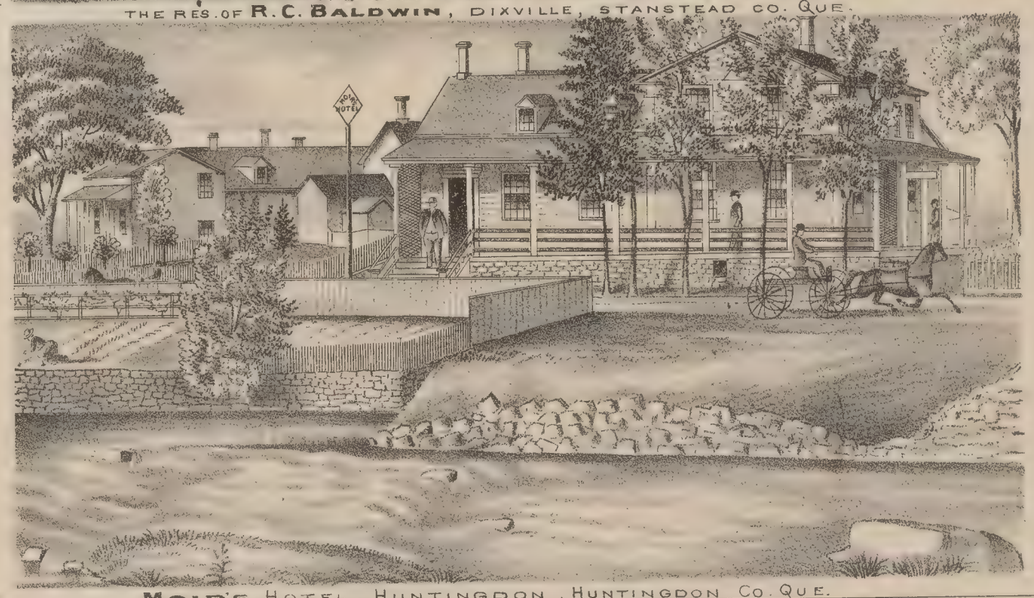




THE RES. OF **R. C. BALDWIN**, DIXVILLE, STANSTEAD CO. QUE.



HOTEL & STORE OF **P. THERRIEN ESQ** ST ANTOINE-ABBE, HUNTINGDON CO, QUE.



MOIR'S HOTEL, HUNTINGDON, HUNTINGDON CO. QUE.


STOCK BARNS &c.


TENANT HOUSE



RES. OF **JAMES H. STRUTHERS,** LOT 10, CON 1, PARISH ST THOMAS, MISSISQUOI, CO. QUE



RES. OF CAPT. **GEO. W. FOGG,** NEWPORT, VERMONT.



Mrs. I. F. Harvey



I. F. Harvey

YOKE FOUR YEARS OLD

ELVIE BEAUTY PRINCE 2ND.

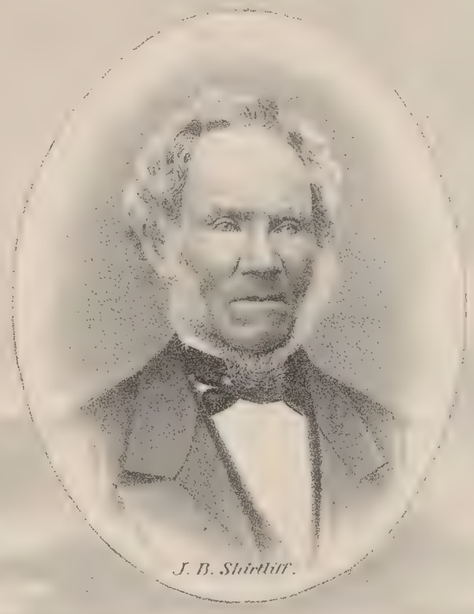
"MAPLEWOOD" FARM — THE RESIDENCE OF I. F. HARVEY, BARNSTON TOWNSHIP, QUE.



THE CAMPERDOWN-HOUSE AND RES. OF **W. E. TUCK ESQ**, VILLAGE OF GEORGEVILLE, LAKE MEMPHREMAGOG, STANSTEAD CO. P.Q.



THE RESIDENCE OF **L.E. PARKER ESQ.** EAST HATLEY, STANSTEAD CO. QUE.



J. B. Shirtliff.

THE RESIDENCE OF **J. B. SHIRTLIFF, ESQ**, HATLEY TP. QUEBEC. [MASSAWIPPI & AYERS FLATS, IN DISTANCE.]

GEOLOGICAL MAP OF NEWFOUNDLAND

FROM THE Geological Map of Canada

Explanation of Colors FOR NEWFOUNDLAND.

23	Upper Coal Measures	Carboniferous
22	Lower Coal Measures	Carboniferous
18-20	Gaspé sand-stones etc.	Devonian
17	Do	Devonian
13	Niagara	Mid. Silurian
12	Clinton	Mid. Silurian
6	Sillery	Quebec Group
5b	Lauzon	Quebec Group
5a	Levis	Quebec Group
5	Calciferous	
4	Potsdam	
P S	Primordial Silurian	
3	Huronian	
2	Up[r] Laurentian	
1	Laurentian	
t	Trap Int[e] or Overflow	
Gr	Granite or Syenite.	

LABRADOR

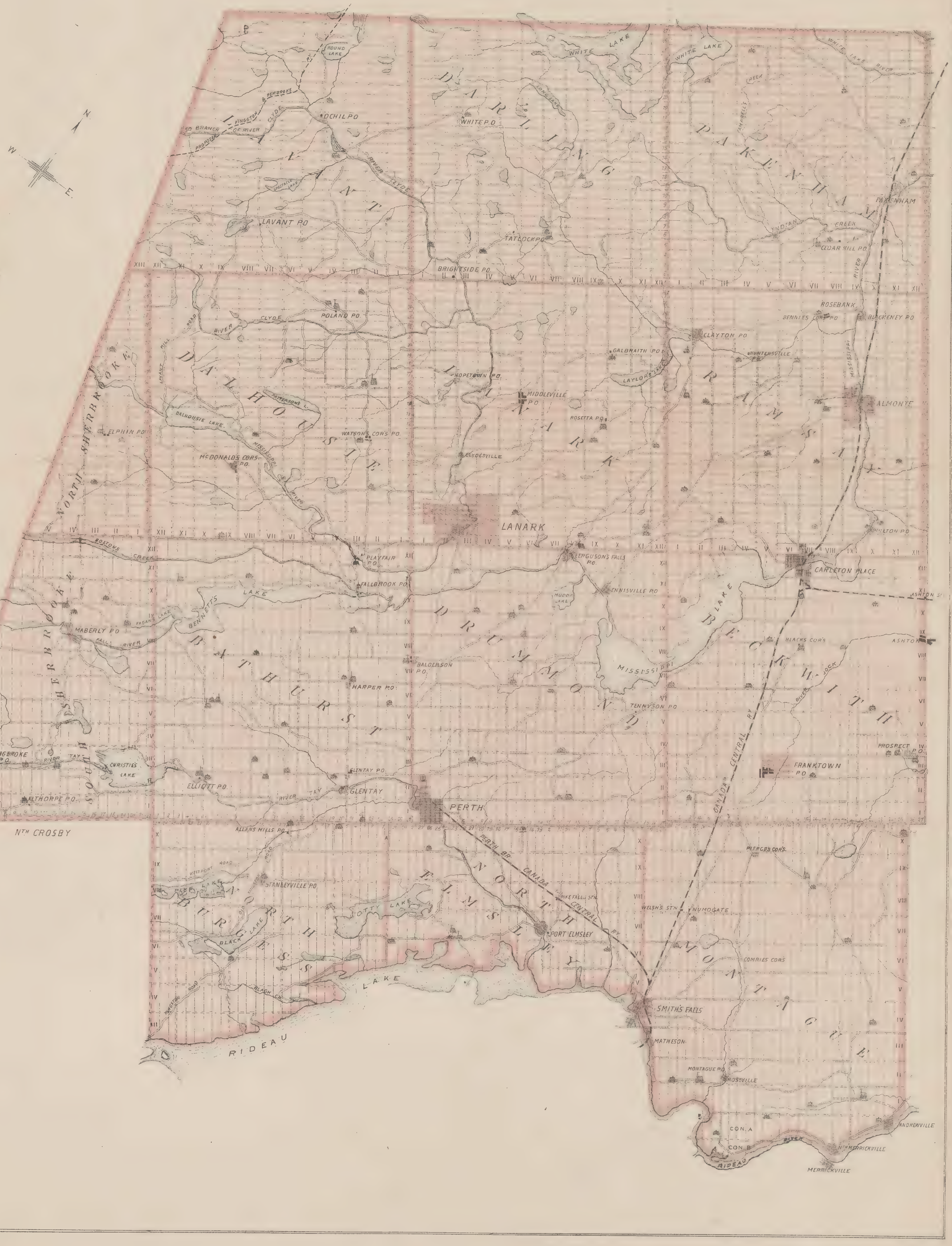
NEWFOUNDLAND

Long. West from Greenwich

MAP OF THE COUNTY OF LANARK

SCALE 200 CHAINS TO ONE INCH

ONTARIO



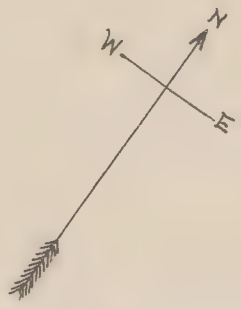
MAP OF DARLING TOWNSHIP

Scale: 72 Chains per Inch.



MAP OF PAKENHAM TOWNSHIP

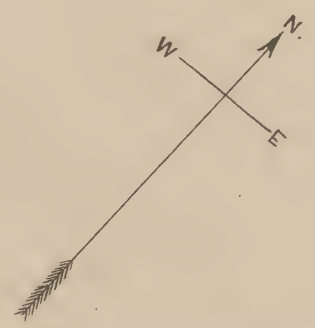
Scale: 72 Chains per Inch.



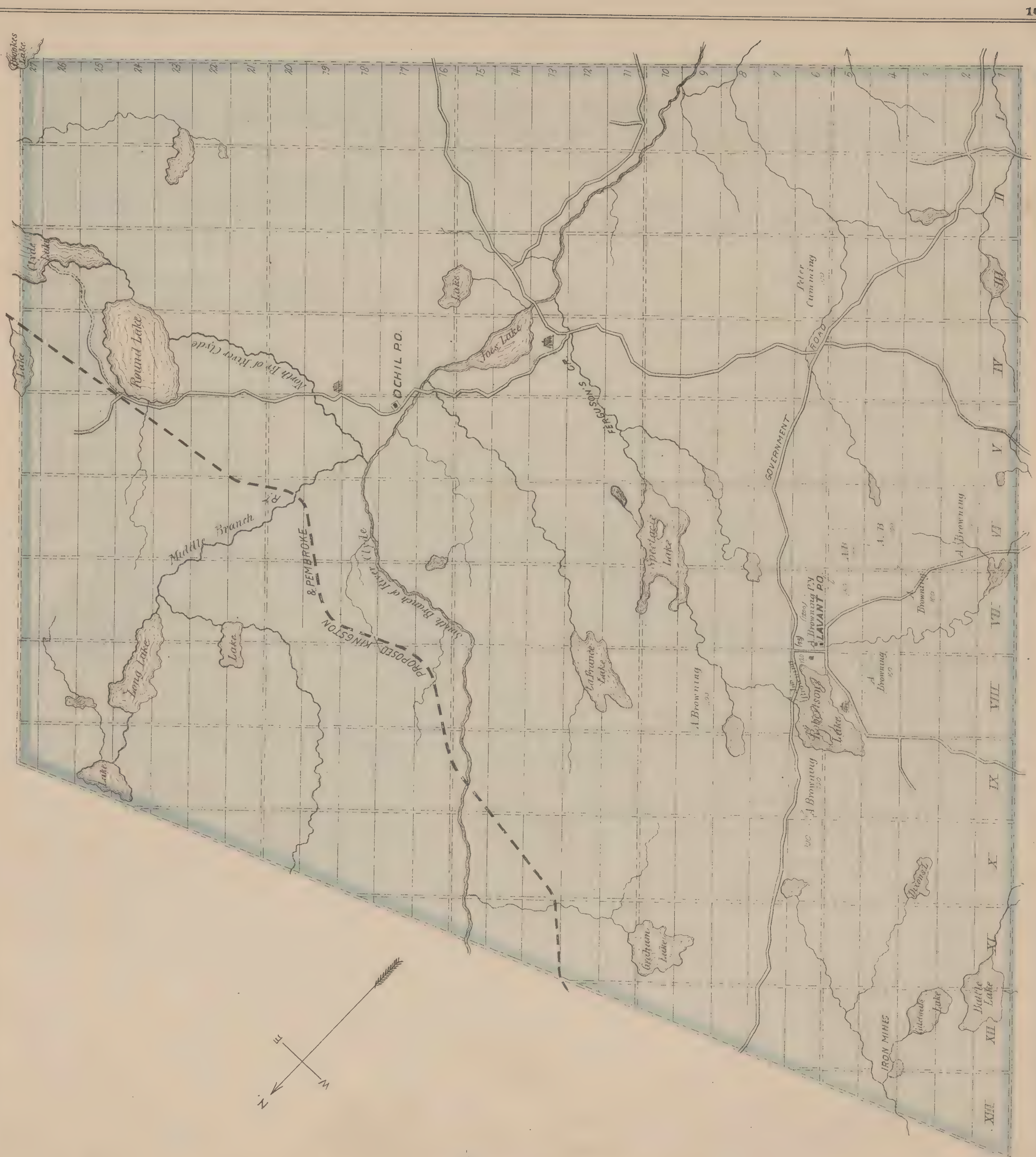


MAP OF LANARK TOWNSHIP

Scale: 80 Chains per Inch.





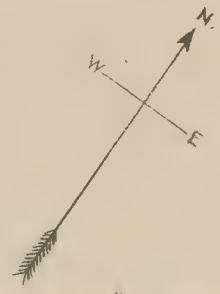


MAP OF LAVANT TOWNSHIP

Scale: 72 Chains per Inch.

MAP OF DALHOUSIE TOWNSHIP

Scale: 72 Chains per Inch.





MAP OF NO. SHERBROOKE TOWNSHIP

Scale: 73 Chains per Inch.

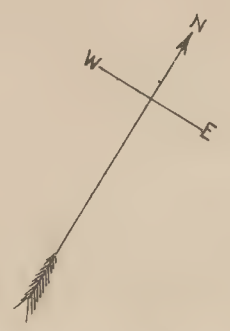


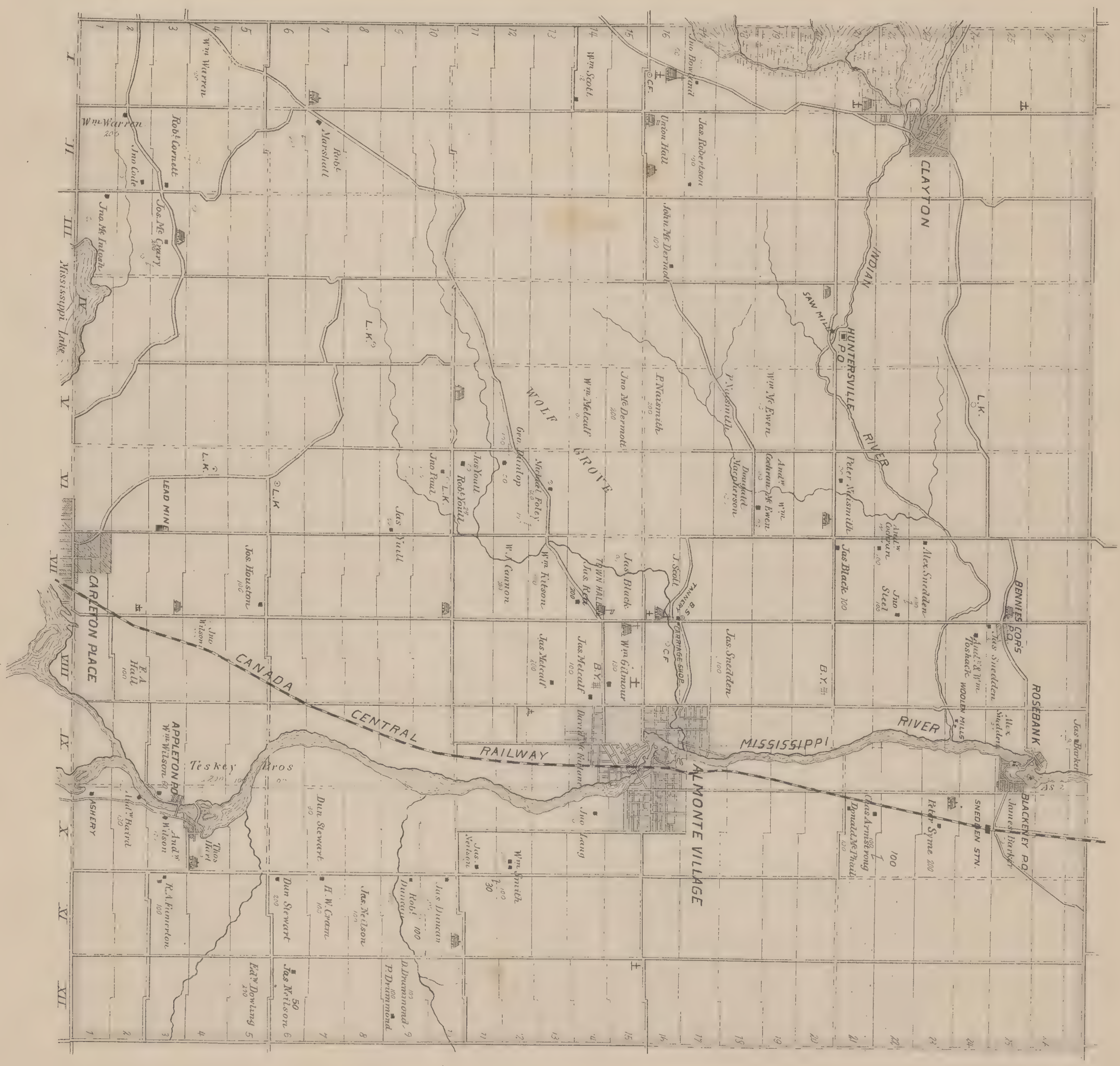
MAP OF SO. SHERBROOKE TOWNSHIP

Scale: 80 Chains per Inch.

MAP OF RAMSAY TOWNSHIP

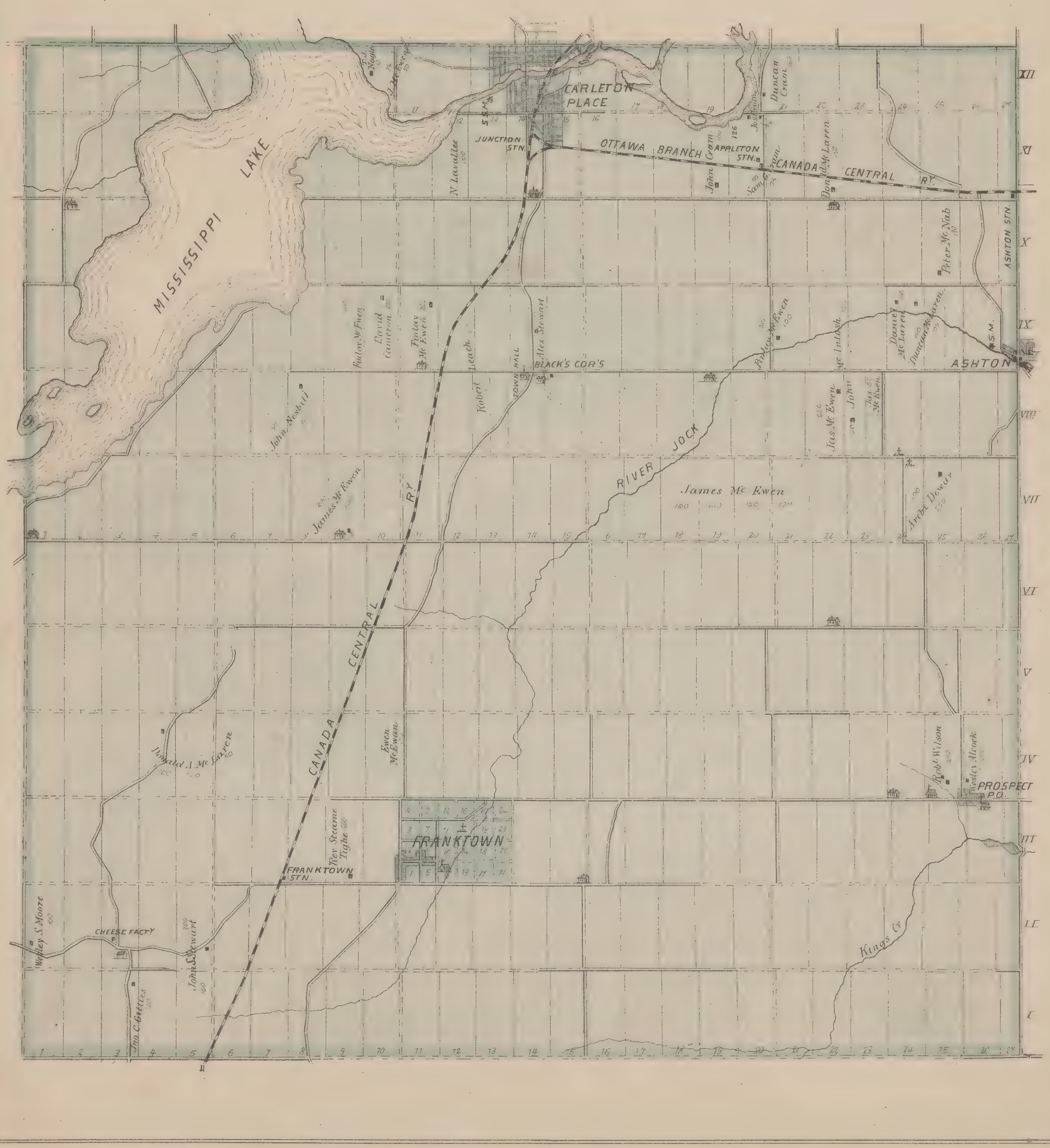
Scale: 80 Chains per Inch.





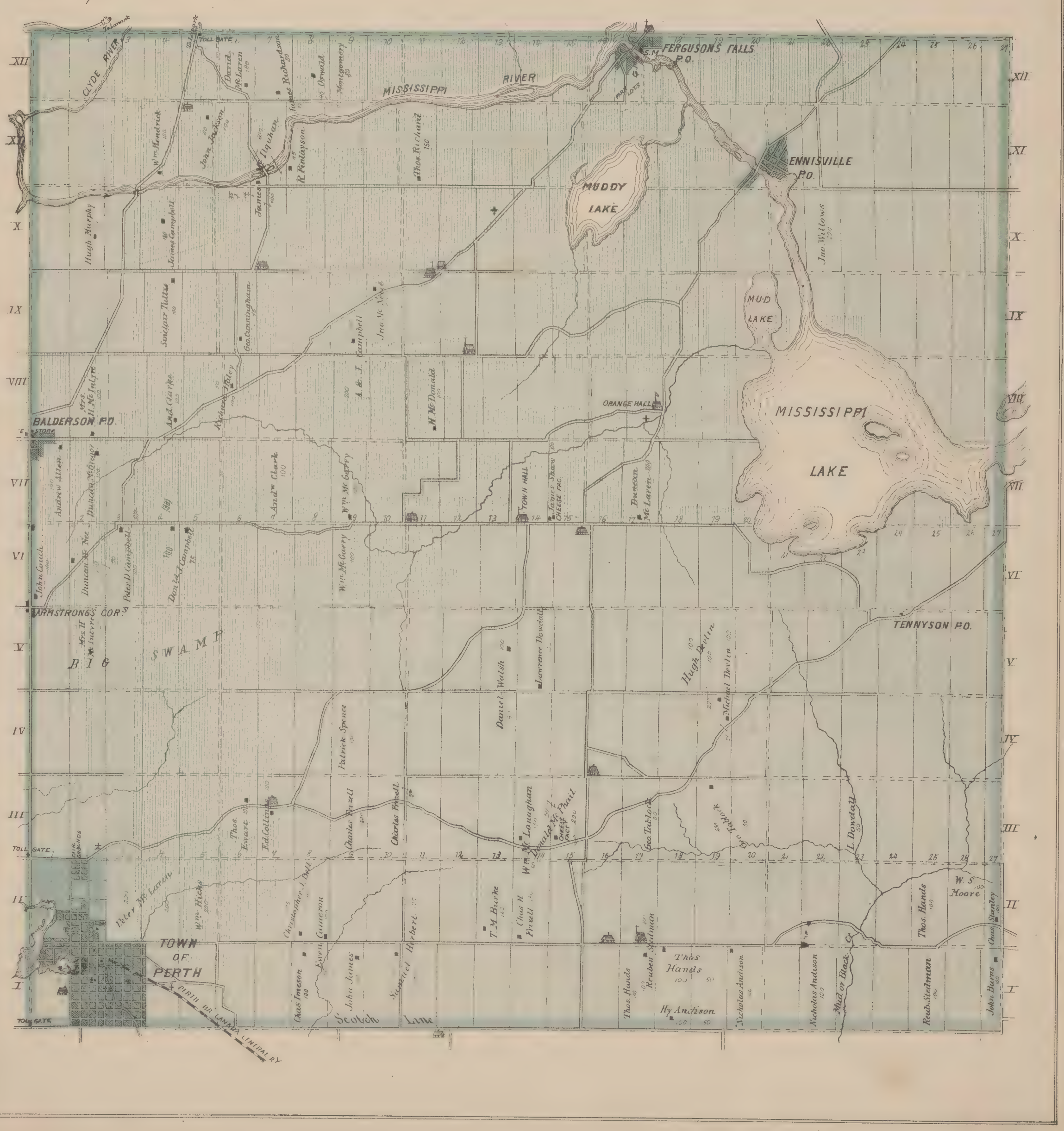
MAP OF BECKWITH TOWNSHIP

Scale: 72 Chains per Inch.



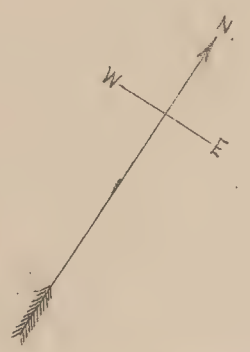
MAP OF DRUMMOND TOWNSHIP

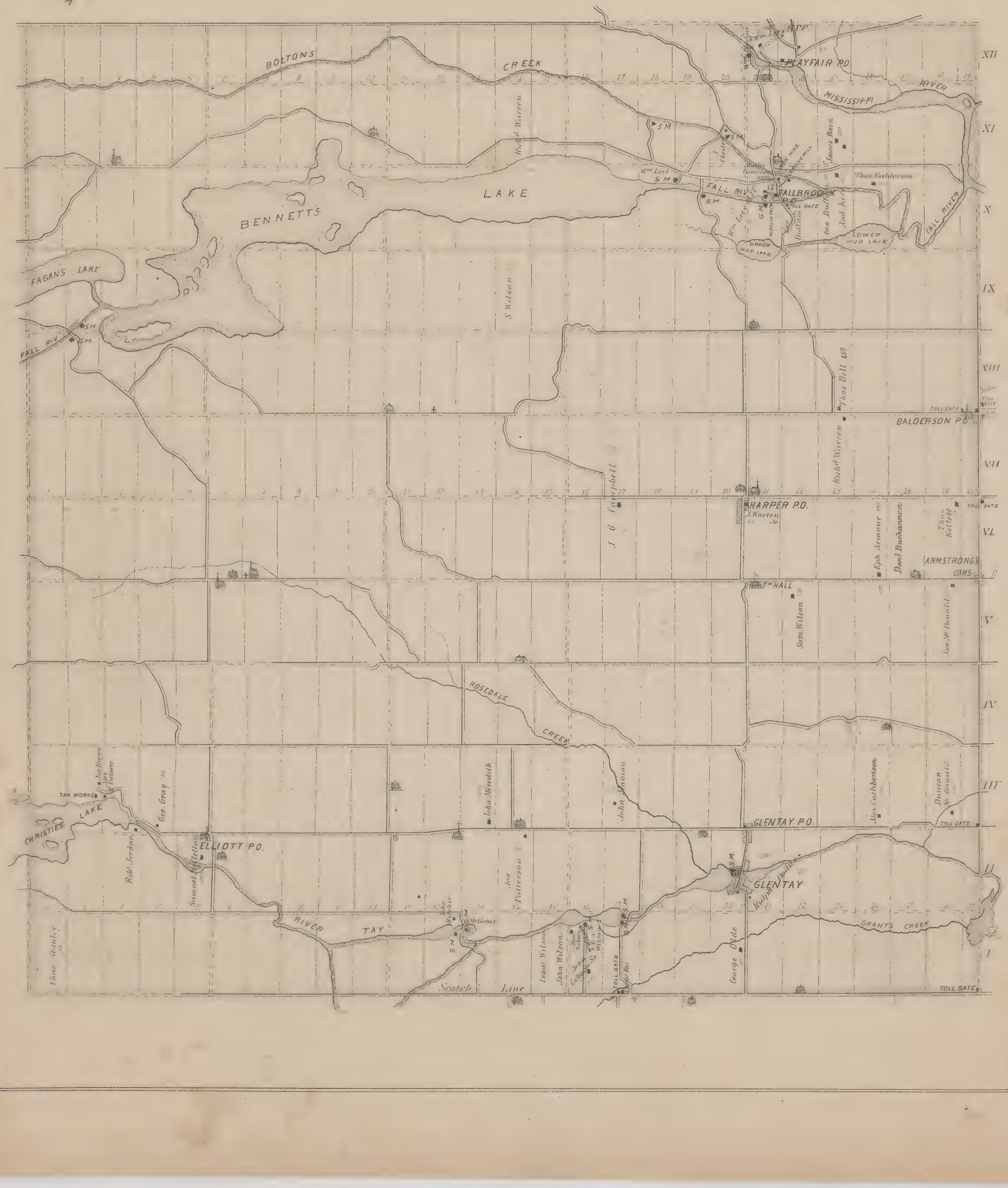
Scale: 72 Chains per Inch.



MAP OF BATHURST TOWNSHIP

Scale: 72 Chains per Inch.





MAP OF MONTAGUE TOWNSHIP

Scale: 74 Chains per Inch.



MAP OF N.BURGESS TOWNSHIP

Scale: 90 Chains per Inch.

MAP OF NELMSLEY TOWNSHIP

Scale - 75 Chains per Inch.